



Free wheeling is the seasoned result of a determined effort to present to Studebaker owners the utmost in motoring satisfaction. Bearing the stamp and seal of Studebaker, it comes to you with a 78-year-old background of manufacturing integrity.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

China Mail

ESTABLISHED 1846

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11 3/4d.

No. 27,790

HONG KONG, THURSDAY, MAY 7, 1931.

PRICE \$3.00 Per Month.

TO CAR OWNERS

Use RUBBER Matting for the Floor and Running Boards of your Car;

Washable,—
Durable,—
More economical than
Carpet or Linoleum,—
NEATER and CLEANER.

Quotations from: Telephone 24554.
Dunlop Rubber Co. (China), Ltd. Pedder Bldg.

CONSUL-GEN. FOR NETHERLANDS.

Mr. M. J. Quist Going on Leave.

POSTS IN THE ORIENT.

It is learned that Mr. M. J. Quist, Consul-General for the Netherlands, is leaving to-morrow, although it is hoped by his numerous friends of all nationalities that he will return on the expiration of his leave.

It is of interest to recall that Mr. M. J. Quist was appointed a Consular cadet, eleven months before his position was then, on March 12, 1906. Thus this year he completed 25 years' service.

His first appointment was to the Consulate-General in London. He did not arrive as a stranger, as he stayed there before as a volunteer in a commercial office in order to learn business methods and to improve his English. He remained in London two years, whereafter he was transferred to Hamburg. Owing to quite unforeseen circumstances the stay in the Hansa town lasted only a couple of weeks. At a moment's notice he had to leave for Singapore. There his chief was Mr. H. Spakler, now a member in Paris, perhaps the most brilliant Consul-General the Dutch Government has ever had East of Suez.

Mr. Quist went Home in order to prepare for the Vice-Consular examination in the Autumn of 1909. Toward the close of 1910 we find him in Shanghai as a vice-consul.

First Acquaintance with Colony.

In May, 1914, he came to Hong Kong in the same position. On the eve of Home leave he was "lent" to Singapore for six months. In 1917, when promoted a Consul, he was first attached to the Dutch Legation in Rio de Janeiro, but it was impossible to proceed there without great delay and as Shanghai wanted a second man who could replace the Consul-General during Home leave he was sent back there. The taking over of the Consulate did not take place as the German interests had already been confided to the Consul-General and it was to be expected that soon China would declare war on Germany and Austria-Hungary as actually happened on August 1, 1917.

In Japan.

Netherlands shipping via the Suez Canal having come to a standstill, the colonies transferred their trade to the Pacific. Yokohama, hitherto little visited by Dutch vessels, became an important port of call for Dutch passengers and freight ships. Therefore, it was necessary, in February, 1918, to send Mr. Quist there to take charge of the Vice-Consulate, formerly ably looked after by the Belgian Consul-General, Monsieur Bastin and Monsieur Polin, now Charge d'Affaires in Bangkok for Belgium. He stayed there 2 1/2 years whereafter he was promoted Consul in Kobe with consular jurisdiction in the Japanese Empire.

In February, 1923, he was promoted Consul-General and since the beginning of March of that year Mr. Quist has been in Hong Kong, with the exception of Home leave twice. He is leaving on another holiday.

Many Friendships.

Asked by the China Mail if he will return, Mr. Quist replied, that he could not tell. He would return, willingly, for he has had interesting work here and most agreeable relations with the Government. He has made so many friendships here, he added, that it would be sad to leave the place for ever. Should a transfer take place, however, he would remember always Hong Kong, its officials, and its people of several nationalities, including the Chinese, with whom he had built up splendid friendships. It would be very regrettable never to meet again all those charming people, but, he added, "There is always Piccadilly Circus and the Thatched House Club and the theatres, where one meets old friends most unexpectedly."

Mr. Quist will be glad to receive his friends on board the s.s. Empress of Russia to-morrow from 10.45 a.m.

ALLEGED ASSAULT ON DETECTIVE.

Charge Against Local Soldiers.

VICTIM GRAVELY ILL.

Private P. J. Brian and Private N. James, of the South Wales Borderers appeared before Mr. Williams in the Second Police Court this morning charged that they together did unlawfully and maliciously wound or inflict grievous bodily harm on Detective Police Constable Chau Kiu in Pedder Street on the night of May 3.

Inspector K. W. Andrew, who appeared for the prosecution, applied for a week's formal remand. He added that the detective was now in the same condition as when he was admitted to the Government Civil Hospital, after the alleged attack. The doctor was not prepared to state when the complainant would be discharged.

His Worship granted the remand, accused being detained in military custody.

CLIMBED OVER WALL.

LOITERER SENTENCED TO HARD LABOUR.

Found loitering on the verandah of a bungalow in Kowloon Tong, belonging to Mr. Fernandez, a Chinese, Wong Ah-nin, was unable to give any reasonable excuse for being there, and was charged at the Kowloon Police Court this morning.

Detective Sergeant Goodwin said that in order to gain access to the premises the defendant must have climbed over an eight-foot wall. The man was chased away by some of the inmates of the bungalow at about 2 a.m. but returned again about an hour later.

A previous conviction for larceny was proved and Mr. Hamilton imposed three months' hard labour.

VISIT TO KIEL.

BRITISH WARSHIPS TO GO TO GERMANY.

Rugby, Yesterday.

The First Lord of the Admiralty, Mr. A. V. Alexander, said in the House of Commons that two ships of the British Navy would pay an informal visit to Kiel in July and it was hoped that ships of the German Navy would visit the United Kingdom when their programme permitted. — British Wireless Service.

THEFTS FROM CARS.

The Police are starting on a campaign in order to suppress the prevalence of thefts from motor cars and cycles, and the latest move is that a reward of \$25 will be paid by the Inspector-General of Police (the Hon. Mr. E. D. C. Wolfe, C.M.G.) "to any person giving information leading to the arrest or conviction of any person charged with stealing or receiving motor car accessories." The reward is dated April 29.

SHOWERY.

The Royal Observatory's weather report to-day states: The anti-cyclone central to the S.W. of Tokyo has weakened further.

A new anti-cyclone has formed over N.E. China. Conditions over S. China and Indo-China are uncertain. Local forecast:—N.W. or v. able winds, fresh to moderate; generally cloudy, thunder, showery.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day—0.09 inch. Rainfall since January 1—14.87 inches against an average of 13.88 inches—surplus 1.49 inches.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—
Hong Kong 74
Macao 68
Prata Island 77
Manila 79
Poochow 72
Chefoo 62
Shanghai 54

CAUSES OF WORLD'S DEPRESSION.

Imports Should Pay for Exports and Loans.

TRADE WITH RUSSIA.

Washington, Yesterday.

A warning that if the Nations were unwilling to receive imports in payment for exports and loans "a chronic disease of the world's monetary system would develop, prolonging the aggravating depression," was delivered by Sir Arthur Salter, Director of the Economic section of the League of Nations, in an address before the International Chamber of Commerce.

He also expressed the opinion that one of the causes of world depression was the speculative boom of 1929 — "a new and terrifying phenomenon which all concerned in averting future cycles must certainly study."

Conference circles are animatedly debating the proposal of Colonel Cooper, President of the American and Russian Chamber of Commerce, to appoint a commission of business leaders to confer with the Soviet and map out a programme of world trade.

Colonel Cooper asserted that a prosperous Russia could absorb three milliard dollars worth of imports annually, whereas the curtailment of credits to Russia at the present juncture would only accentuate the difficulties of achieving a world economic stability.

China and Gold.

Later.

Some interesting predictions were made at the Chambers of Commerce Congress by M. Theunis (Belgium) who foresaw that it would recommend a world conference on the Soviet problem.

The President, Sir Alan Anderson, prophesied that no action would be taken regarding the suggestion of the Conference to recommend a gold standard for China.

Sir Arthur Salter, in a written statement from China (whence the address was cabled earlier and also transmitted), said that the maldistribution of gold was the chief trouble of the world's monetary system.

Mr. MacDonald (Canada), defending Britain against attacks by the Indian delegates yesterday regarding the silver question, said that the trouble was economic, not political, and Canada had contributed to it by her silver production. — Reuter's American Service.

FRANCE'S STRENGTH IN HER COLONIES.

Marshal Lyautey Speaks on Colonisation.

"THE RIGHT WAY."

Paris, Yesterday.

"Our future lies in the Overseas," said Marshal Lyautey at the opening ceremony of the French Colonial Exhibition at Vincennes to-day. Marshal Lyautey, who is the maker of modern Morocco and the greatest living French Colonial administrator, summarised the policy on which his success was founded.

Colonisation, he said, must be essentially constructive and beneficial. The Colonising Power should display force to prevent its use, while the right way to treat the native was to show him consideration. — Reuter.

THRILLING ESCAPE.

PARACHUTES SAVE LIVES OF AIRMEN.

MID-AIR COLLISION.

Rugby, Yesterday.

Parachutes saved the lives of two Royal Air Force Pilots who were taking part in exercises in which two Squadrons of Aeroplanes were engaged at Aldershot. Two aeroplanes collided and crashed from a height of about 8,000 feet. Both pilots jumped clear and by the aid of parachutes landed safely. — British Wireless Service.

BRITONS IN CHINA

PROTECTION BY THE GOVERNMENT.

FUTURE STEPS.

DANGER IN REMOTE DISTRICTS.

London, Yesterday.

A question in regard to the safety of British subjects in China was raised in the House of Commons at question time to-day, and in reply, Mr. Henderson said that in the past two years 15 British subjects had been captured in China, all of whom escaped. Eight others were murdered and one died in captivity.

The National Government realised and discharged as far as they could their responsibility of ensuring adequate protection to British subjects. Most of the outrages occurred in remote places where the Government, although it had jurisdiction, did not exercise effective control.

The British authorities in China could be relied upon to afford British subjects such protection as was within their power. He had no reason to think that any further steps need be considered.

Mr. Wardlaw Milne asked if every care was taken to warn those going out to districts where the administration was ineffective that it was unwise to do so? Mr. Henderson said that it was very difficult to say what steps could be taken. Assistance was given in every way on these matters.

Replying to Sir Austen Chamberlain, who suggested warning missionary societies, Mr. Henderson said that he knew that missionary societies did not like outside interference in these matters. Missionaries went out as a matter of conscience and took the risk. — Reuter.

Father Tierney.

Rugby, Yesterday.

Replying to a further question Mr. Henderson said that during the last two years 15 British subjects had been captured in China, all of whom escaped or were released. Eight others had been murdered and one, namely, Father Tierney, died in captivity.

The National Government realised their responsibility for ensuring the adequate protection of British subjects and discharged it as far as they could. Most of the outrages occurred in remote places where the Government, though they had jurisdiction, did not exercise effective control. — British Wireless Service.

'QUAKE TREMORS IN NEW ZEALAND.

Recrudescence of Shocks in Wellington.

NO STRUCTURAL DAMAGE.

Wellington, N.Z., Yesterday.

An alarming series of earthquake shocks throughout the Hawkes Bay district occurred at 2.30 a.m. to-day, causing little structural damage but many indoor breakages. People are pouring out into the open. — Reuter.

NO INTERIM DIVIDEND.

We are informed that, owing to the great increase in working costs, due to the present low rate of exchange, the Directors of the China Light & Power Company do not consider it advisable to declare an interim dividend in respect of the financial year ending September 30, 1931.

STOP PRESS

Reykjavik, Yesterday.

"It must be considered impossible to find Courtauld from an aeroplane," is the extract of a message from London received by the Icelandic inspection ship Odinn at Lemon Base. Courtauld's position is given as latitude 67.03 north, and longitude 41.49 west. — Reuter.

ROOM BOY COMMITS SUICIDE.

Constable's Revolver Used.

"SORRY FOR IT ALL."

How a Chinese room boy, employed at the European Sergeant's Mess at Central Police Station ended his life last night, is contained in the Police reports this morning.

The report stated that the boy, Li Chun (23) was taken to the Kowloon Hospital suffering from a bullet wound in the stomach, which he is alleged to have inflicted in room 312, at the Hotel Nathan, Yaumati, at about 7.30 o'clock last night and from which he died.

The revolver used was a Police service revolver belonging to Police Constable R. Davies, who is stationed at Central.

Locked in Messroom.

It transpires from the report that P. C. Davies with some friends went for a swim at Shekko yesterday afternoon, and as there was no place in which he could keep his pistol in safe custody, the constable locked it in his chest of drawers in the mess room.

Shortly before 8 o'clock, which was time for his duty, P. C. Davies discovered that his revolver was missing. All Police Stations were subsequently notified of the loss, and the Police at Yaumati, who were in receipt of news of the tragedy at Hotel Nathan went there, and on searching the room, found a letter which had been written by deceased, prior to his taking his life. The letter stated that he intended to commit suicide, and added that if the revolver was found to return it to P. C. A183 (Davies) from whom he had stolen it. He was sorry for it all.

It is learned that Li Chun, who paid \$2.80 for the room, had been in ill-health for sometime past.

GRAF ZEPPELIN TO EXPLORE ARCTIC.

To Escort Sir Hubert Wilkins' Submarine.

TO START THIS SUMMER.

Berlin, Yesterday.

The North Pole will be assailed simultaneously by air and water this Summer, according to an announcement by Dr. Eckener that the Graf Zeppelin was definitely timing her flight to coincide with the arrival of Sir Hubert Wilkins on the submarine Nautilus.

The Zeppelin will carry a complete Polar equipment, and eight or nine scientists and Arctic explorers, of German, British, American and Russian nationalities. — Reuter.

JAPANESE VISIT.

PRINCE TAKAMATSU LEAVES OTTAWA.

FULL ROYAL HONOURS.

Ottawa, Yesterday.

On their departure for Toronto Prince and Princess Takamatsu were accorded full Royal honours and a military escort to the station, the Prime Minister, Mr. Bennett, seeing them off. — Reuter.

CUSTOMS UNION.

NEGOTIATIONS SUSPENDED FOR DISCUSSION.

Rugby, Yesterday.

Asked for a statement regarding the present position of the negotiations for the Austro-German Customs Union Mr. Henderson said that he understood that negotiations were suspended pending the discussion which would take place at Geneva during the present month. — British Wireless Service.

Earlier News.

Paris, Yesterday.

Out of respect for the League of Nations, the negotiations regarding the proposed Austro-German Customs Union have suspended, according to the Austrian Vice-Chancellor and Foreign Minister, Dr. Schober, when interviewed by Le Matin. — Reuter.

CIVIL SERVANTS' SALARIES.

Home Government to Readjust Salaries.

STATEMENT IN COMMONS.

London, Yesterday.

Dr. Drummond Shiels, replying in the House of Commons, estimated that approximately 930 Civil Servants in Hong Kong suffered from a reduction of income calculated in dollars amounting to sixteen and two-thirds per cent. in consequence of the new method of converting sterling salaries into dollars.

Dr. Shiels repudiated that this was tantamount to a breach of contract and drew attention to the serious financial position of Hong Kong.

He said that arrangements were being made to make a readjustment easy and possible for those remitting part of their salaries Home. — Reuter.

MONEY LEFT.

SCOTTISH LADY'S LOCAL ESTATE.

FATHER'S BEQUEST TO SON.

Grant of re-issuing of Testament Dative, in the estate of Miss Jessie Smith MacLaren, who died at Avonhu, Grangemouth, Stirling, Scotland, on September 6, 1930, has been granted by the Supreme Court. The local estate amounted to \$30,200, the total movable estate in Great Britain and abroad being estimated at \$13,657. By an order dated October 14 last, the Sheriff of Stirling directed that Testament Dative be granted to Mr. Joseph William Charles MacLaren, executor dative qua.

Cheng Yue-tong, alias Cheng Kwan Yue-tong, a merchant, who died at Shek Ki, Chungshan district of Kwangtung, on or about November 27, 1930, left local estate valued for probate at \$76,900. Probate has been granted to his widow, Cheng Lam-shi, and Cheng Chink-po, his fifth younger brother, they being appointed executors under the will.

Letters of administration of the local estate, worth \$20,900, of Lew Yim, merchant, has been granted to his widow, Lew Au Shi, who is temporarily residing at 30B, Pottinger Street. The deceased, who is survived by his widow and a son and daughter, both minors, died intestate at 10, Fuk Hing Lane, Honam, Canton, on January 16, 1931.

Mr. T. C. Crane.

Mr. G. G. N. Tinson, solicitor, attorney for the joint executors, Mrs. W. B. Crane (widow), and Mr. J. S. ("Jack") Pfeil, has been granted re-issuing of probate of a certified copy of the will of Thomas Charles Crane, who died at Merivale, Crowborough, Sussex, on October 22, 1930, leaving local estate valued at \$38,400. Net personally left by the deceased in Britain amounts to \$3,390.17.9. The will makes family bequests.

Wong In (or Wong Yen), alias Wong Kwong-cheuk, restaurant keeper, who died in Fat Au village, Toishan district, Kwangtung, on February 26, 1931, left estate in the Colony valued at \$45,000, comprising a house at 16, Western Street, and \$30,000 deposited in the Chartered Bank. Probate of his will has been granted to his son, Wong Man-shui (or Wong Mon-sui), also a restaurant keeper, temporarily residing at 101, Bonham Strand East, who is sole executor and sole beneficiary under the will.

The will, a very short one for a Chinese document of this nature, gives the son full power "at any time to dispose of, or sell, or mortgage the house, and to withdraw the sum of money deposited in the Chartered Bank for meeting expenditure."

KAYE DON.

ATTEMPT TO BEAT HIS OWN RECORD.

Rugby, Yesterday.

Kaye Don, who will endeavour to beat his own water speed record of 103 miles an hour at the Motor Boat Regatta on Lake Garda on May 18, left London for Italy to-day. — British Wireless Service.

MUI TSAI BROUGHT INTO COLONY.

Girl Retracts Statement of Ill-Treatment.

ENGAGED AS SERVANT?

Mr. W. Schofield, in the Central Police Court this morning, imposed a fine of \$50 on a Chinese woman who pleaded guilty to having brought a mui tsai into the Colony.

Defendant said that the girl was not her mui tsai but that she paid her \$15 a year as wages to look after her (defendant's) aged mother in the country.

The Magistrate asked her if she had any evidence to bear out her statement.

Mother Afraid.

Defendant replied that she had the "deed of presentation," and added that she advanced \$210 to the girl's father in the country. The girl's mother was afraid that defendant might bring the child to Hong Kong and sell her.

After reading a document which defendant produced, the Magistrate said that there was enough proof in the paper that the girl was a mui tsai within the definition. According to the document it was stated that \$300 had been handed over to the girl's father, and that caused her to come under the definition of mui tsai within the law.

False Statement?

Prosecuting, Mr. Q. A. A. MacFadyen, of the Secretariat for Chinese Affairs, said that on May 4, the girl went to the Central Police Station and reported that she had been ill-treated by her employers. The Police went with her, and on arrival at the house found that the husband of her employer was a tailor, who had paid \$210 to bring the girl from Hoi Pang, last year.

The Police found no signs of ill-treatment, and later the girl retracted from her allegation, and said that she made the report in order that she might go back to her mother in the country or get in touch with an aunt in Yaumati.

No Wages Paid.

Mr. MacFadyen said that defendant stated that the girl did not stay in Hong Kong always, and had been here for just over a month. She was being trained by her employers to look after her aged mother, who was in the country. It was stated in the document that no wages would be paid to the girl but to her parents.

After imposing the fine, Mr. Schofield suggested that the document be returned to the woman, but Mr. MacFadyen said that he preferred not to do so. He pointed out that the document was fuller in its phraseology than the previous documents.

STOWAWAY CHARGE

BRITON TO BE SENT BACK TO HIS HOME.

Heavy Lee, 26, a native of Overstrand, Norfolk, who was charged at the Kowloon Magistrate's court, with stowing away on the s.s. Bremerhaven to Rabaul, made another appearance at the Kowloon Court this morning.

It has been arranged to send the man back to Britain on the first available ship, which will be sailing in a fortnight's time. Meanwhile he was remanded for seven days on bail.

HIDDEN IN STOVE.

ALLEGED THEFT OF \$72 FROM A-MUI TSAI.

Leung Mui, a Chinese woman, pleaded "guilty" at the Kowloon Police Court this morning, when charged with the larceny of \$72.05, the property of Cheung Yin-choi, a mui-tsai, residing at the same address.

When the complainant missed the money, she informed a detective that she suspected one of the inmates of the house. After enquiries, defendant admitted the theft, and pointed out a kitchen stove under which the money was hidden.

A remand of 48 hours in Police custody was allowed whilst arrangements could be made with the S.C.A. for the supervision of the girl.

BUSINESS DIRECTORY

SWATOW DRAWNWORK



FOR THE LADIES.
Gorgeous Underwear
Kimono
Pyjama Suits
and
Shawls.

SWATOW WENG
LEE CO.

52, Nathan Rd., Kowloon.

For
Swatow Goods
and
Chinese Fancy
Goods.



SPORTING GOODS.

ATHLETIC
GOODS

AT

THE LIANG YOU CO.

70, Queen's Road C.

AN INTRODUCTORY
HISTORY

by

A. H. CROOK, O.B.E., M.A.
W. KAY, M.A.
W. L. HANDYSIDE, M.A., B.Sc.

PRICE \$2.00.

NOW ON SALE AT THE
PUBLISHERS.

The Newspaper Enterprise Ltd.
China Mail Offices.

ATTRACTIVE TAILORING



The Latest in
Gentlemen's
Outfitting
AT PRICES TO
SUIT ANY PURSE.
PERFECT FIT
AND
RELIABLE
SUITINGS.

WING HING CO.
Gentlemen's
Outfitters
61, Queen's Rd. C.
Tel. 21417.

COFFEE.



IMPORTED
FRESH AND
DRIED
FRUITS

"WING"

Coffee, Tea, Hawaiian Jams,
Jelly and Fruit Preserves.

WING COFFEE CO.

139, Des Voeux Rd. C. Tel. 25869.

DENTISTS.

HARRY FONG, Dentist,
1st floor, No. 74, Queen's Road
Central. Tel. 21255.

TANG YUK, DENTIST
Successor to
the late SIEN TING,
14, D'Aguiar Street.

TERMS VERY MODERATE
Consultation Free.

ELECTRICAL SUPPLIES.

THE GLOBE FOK CHEONG
ELECTRICAL SUPPLY CO., LTD.
72, Queen's Road C. Tel. 23270.

ENGINEERS & SHIPBUILDERS.

W. S. BAILEY & CO., LTD.,
Kowloon Bay.
New Work & Repairs. Call Ping "L".
Sole Agents for Kelvin Motors.

HAIR DRESSERS

ONLY
TWO
HOURS
TO

Transfigure
You.



MADAM KATIE'S
BEAUTY PARLOUR.

31, Wing Lok Building,
Kowloon.

Tel. 56311. Tel. 56341.

ON LOK

(Ah Hing)

10, Wyndham St.,

1st floor

Entrance On Lan St.
Telephone 22317.

LADIES' AND GENTLEMEN'S
HAIR DRESSING SALOON.
Expert Barbers. Moderate Charges.

LEE YEE,

Ladies' and Gentlemen's Hair
Dressers & Bookellers.
No. 12, D'Aguiar Street.
(opposite Queen's Theatre).

GENTLEMEN'S TAILORS



Winter Suits

Made to Order.

Our Measurement

is Guaranteed

Perfection.

Prices Within

the Means of

Everyone.

YEE SING

Gentlemen's Tailor.

12, Wellington St.

Tel. 21882.

INDOOR GOLF.



IT'S FASCINATING!

THE GAME OF
GAMES.

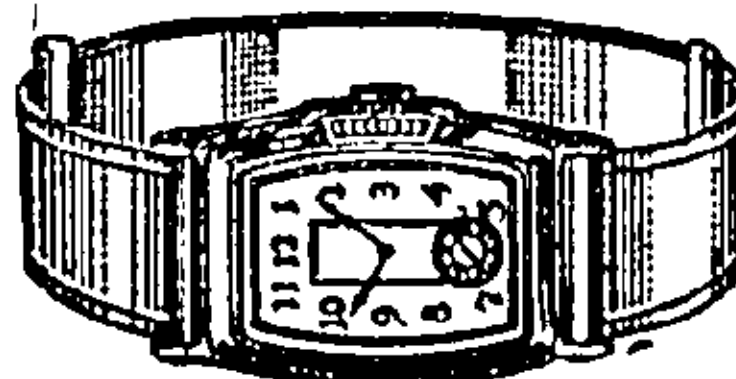
The charm of Miniature
Golf is that it offers both
young and old an equal
chance of success and
amusement.

Two Games on the Roof of
the King's Theatre Bldg.
will pay for your afternoon
tea at Lane Crawford's.

JOIN THE MERRY THROG

THE KING'S MINIATURE
GOLF COURSE.

JEWELLERY.



EUROPEAN
WATCHMAKER, JEWELLER
AND ENGRAVER.

Sale and Repairing of Gold
and Silver Goods. Any kind
of Watches, Chronometers,
Chronographs, Repeaters,
Speedometers, Typewriters
and anything in the line of
delicate mechanism. All
orders executed promptly at
moderate rates.

M. BOGDATSKY,

No. 58, Nathan Rd. Kowloon.

GENTLEMEN'S TAILORS.



Tailored

at

BROWN'S

FOR PERFECTION IN

WINTER SUITS.

2nd fl., Rutton Bldg., 7, Duddell St.
(Opp. Gospel Hall). Tel. 23056.

Points of Appeal

TO THE

CLEVER

DRESSER



SUITS

Superiority of
style, finer wool-
lens and neater
tailoring will be
noted in our
Spring Suits.

MILLEN CO.

14, D'Aguiar St.

Tel. 22774.

Bring Your
PRINTING
Problems to Us

THE NEWSPAPER ENTERPRISE LTD.

CHINA MAIL BLDG. - 5A WYNDHAM ST.

DRY CLEANERS

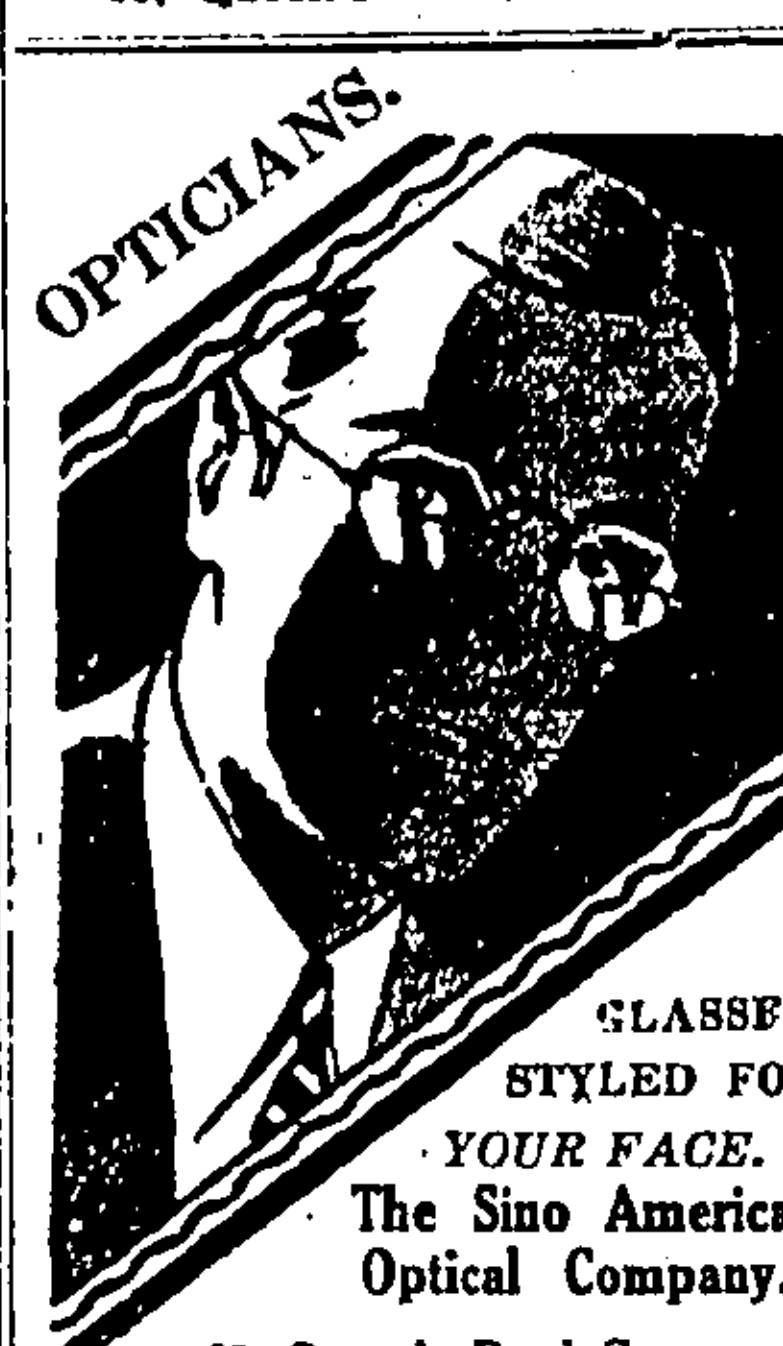


OPTICIANS.

THE HONG KONG OPTICAL
COMPANY.

Phone 22232.

53, Queen's Road Central.



GLASSES

STYLED FOR

YOUR FACE.

The Sino American

Optical Company.

83, Queen's Road C.

LITERATURE



Bibles, Pocket Testaments,

Prayer Books and Stationery.

General Literature

Presentation Books

Children's Books a Specialty.

THE BOOK & BIBLE DEPOT

Wyndham Street.

Next to King's Theatre.

Agents for

British & Foreign Bible Society

and The Religious Tract Society.

SHOES.



Black or Brown
Shoes from \$6.00.
Black or Brown
Boots from \$8.00.
Children's Boots or
Shoes from \$2.00.

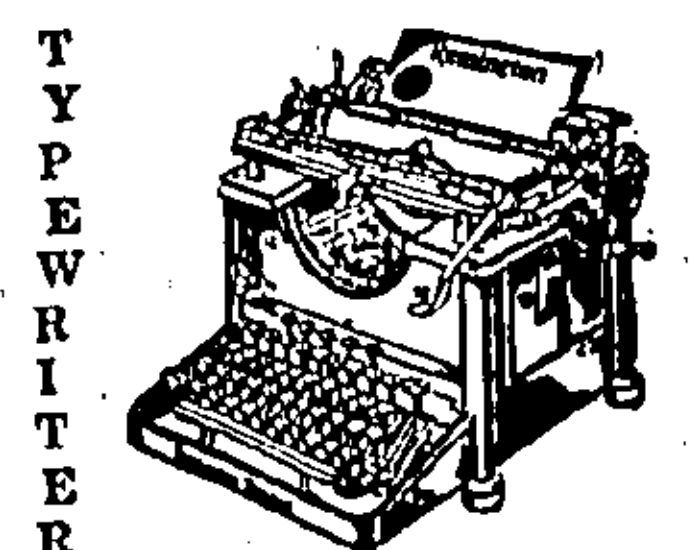
Best styles, most complete stock

of all sizes. Repairing a specialty.

WONG SIU WOON

21, Pottinger St. Phone 21474.

TYPEWRITER DEALERS



HOP SING

28, Pottinger St. Tel. 21420

CANTON-116, Sun Kee Sal Rd.

COMPANY MEETINGS

CHINA ENTERTAINMENT &
LAND INVESTMENT
CO., LTD.

NOTICE IS HEREBY GIVEN
that the FIRST ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the Re-
gistered Offices of the Company,
King's Theatre Building, 5th floor
on SATURDAY, the 16th day of
May, 1931, at 11 o'clock in the
forenoon, to receive the Directors'
Report and Accounts for the period
ended 31st December, 1930, to
elect Auditors, and to transact
such other business as may be
properly transacted at an Ordinary
General Meeting of the Com-
pany.

And Notice is further hereby
given that the Register and Trans-
fer Books of the Company will be
closed from the 9th to the 16th
day of May, 1931, both days inclu-
sive.

Hong Kong, 30th April, 1931.
LIANG CHI-HAO,
Managing Director.

THE CANTON INSURANCE
OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY
GENERAL MEETING OF
SHAREHOLDERS will be held at
the Offices of the Undersigned on
TUESDAY, the 19th May, 1931, at
Noon, for the purpose of receiving
the Report of the General Agents,
together with a Statement of Ac-
counts for the year ended the 31st
December, 1930.

The SHARE REGISTER and
TRANSFER BOOKS will be
CLOSED from the 5th to the 19th
May, 1931, both days inclusive.

JARDINE, MATHESON &
CO., LTD.,
General Agents.
Hong Kong, 28th April, 1931.

NOTICE.

THIS IS TO NOTIFY the Public
that Mr. P. J. CARNELL is
not associated and has no connec-
tion with, and on no account is
authorised to collect money for the
undermentioned Companies.
Should any person or persons do
business with him on our behalf
we will accept no responsibility
for such transactions.

By Order,
Newspaper Enterprise Ltd.,
Hong Kong Herald Publishing Co.,
Hong Kong Dollar Directory Co.,
Hong Kong, 4th May, 1931.

GOVERNMENT NOTICES

G. R.

H.M. NAVAL YARD,
HONG KONG.

TENDERS are invited for the
purchase of the undermentio-
ned old surveying instruments now
lying at H.M. Naval Yard.
Application for Tender Forms
should be made to the Naval Store
Officer, and should be returned
completed on or before 12th May.
Full particulars of instruments to
be disposed of will be shown on
Tender Forms.
One Dumpy Level, 16" Telescope.
One Transit Theodolite 5".
One Transit Theodolite 6".

G. R.

SALE OF STEAM VESSEL
POLLY.

TENDERS are invited up to the
25th May, 1931, for the pur-
chase of the above named vessel
as she lies in the basin at H.M.
Naval Depot, Kowloon.

Full particulars of the vessel
and conditions of sale, and per-
mits to view, may be obtained on
application to the Naval Store
Officer, H.M. Dockyard, Hong
Kong, and tender forms will be
issued on payment of a deposit of
\$200 returnable when decision on
the tenders has been reached.

The vessel will be on view at
H.M. Naval Depot, Kowloon, from
the 2nd May.

The vessel is sold without
restrictions, as to future use.
Tenders will be received in the
office of the Naval Store Officer,
H.M. Dockyard, Hong Kong, up to
noon on Monday, 26th May, 1931.

YOU

ARE INVITED TO INSPECT OUR

STOCK OF

ASIATIC FOREIGN AND

COLONIAL

POSTAGE STAMP

IN SETS, SINGLE PACKETS,

BAGS AND IN APPROVAL

SHEETS.

GRACA & CO.,

Dealers in Postage Stamps,

Philatelic Goods, Picture

Postcards, Toys, etc.

19, WYNDHAM STREET,

F.O. Box No. 620, HONG KONG.

Telling the World About Jiggs.



There are few spots in the world where "Bring-
ing Up Father" isn't published—but even they had a
chance to become acquainted with Jiggs, Maggie and
Nora, recently, when George McManus, at micro-
phone, broadcast the story of his famous comic strip
over a world-wide network through Station WGY
Schenectady.

In the background is Roberto Gatica, who trans-
lated McManus's talk for the benefit of the Spanish
speaking countries where "Bringing Up Father" is
as popular as with readers of the China Mail.

VATICAN CITY CENSUS.

Can Be Taken In A Few
Minutes.

The Vatican City State is perhaps
the one city in the world where the
census can be taken in a few
minutes. Undoubtedly, it is the
most cosmopolitan as to the origin
of its citizens. When the Lateran
Pact created the State in February,
1929, its population was 532, but
only 250 resided within the city's
boundaries. Non-resident citizens
include all cardinals living in Rome,
who automatically become citizens
of His Holiness's sovereign State.
But since then, two children have
been born within the city's pre-
dictory; and two citizens, both
cardinals, have died.

The population is now 589; but

there are only 550 residents. They
are classified as follows: Two are
true-born citizens. There are 495
of Italian origin, including the
Pope. Then come 118 of Swiss
origin, being the Swiss Guards and
their officers. There are eight of
French origin, eight of German, one
Ethiopian (who is studying for the
priesthood and has been allowed to
live in the city by the Pope's per-
mission).

There are also three of Spanish
and one of Norwegian origin, two
Dutchmen, and one Austrian. When
they travel abroad they have
Vatican City State passports, bear-
ing the papal coat of arms, the
triple-crown, and the keys of St.
Peter.

There are 1,800 telephone lines,
220 numbers in working order, with
a total capacity of 800. Most of
them serve the pontifical palace and
the various State departments.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received
instructions to sell by Public
Auction

ON

FRIDAY, May 8, 1931,
commencing at 2.30 p.m.,
at their Sales Room,
4, Duddell Street.

A Large Quantity of
FINE BLACKWOOD WARE.

Comprising:—
Finely Carved Tables, Opium
Stools, Chairs Inlaid with Tallee
Stone, Teapots, Stools, Chests,
Joss Tables, Flower Stands, etc.

and
One Very Fine Carved Black-
wood Wardrobe with Bevelled
Mirror

also
A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:—
Chesterfield Couch and Arm-
chairs, Bookcases, Glass Cabinets,
Dining Table, Dining Chairs, Side-
boards, Teak Wardrobe with Be-
velled Mirror, Dressing Tables,
Chest of Drawers, Teak Bedsteads,
Ornaments, Pictures, Vases, Croc-
ery, Glass Ware, Ice Chest,
Gramophone and Records, Screen,
Blue and White Fish Bowl, Cut-
lery, Blankets, Linen, Mosquito
Nets, Rugs, Bicycle, Glass-top
Desk, etc.

also

One Cottage Piano (Moutrie).

and

One Thornton Pickard Tropical
Reflex Camera 3 1/2" x 2 1/2", Ross F.
2.5" lens. Complete with carrying
case, etc.

On View from Thursday, May 7,
1931.

Terms:—Cash on Delivery

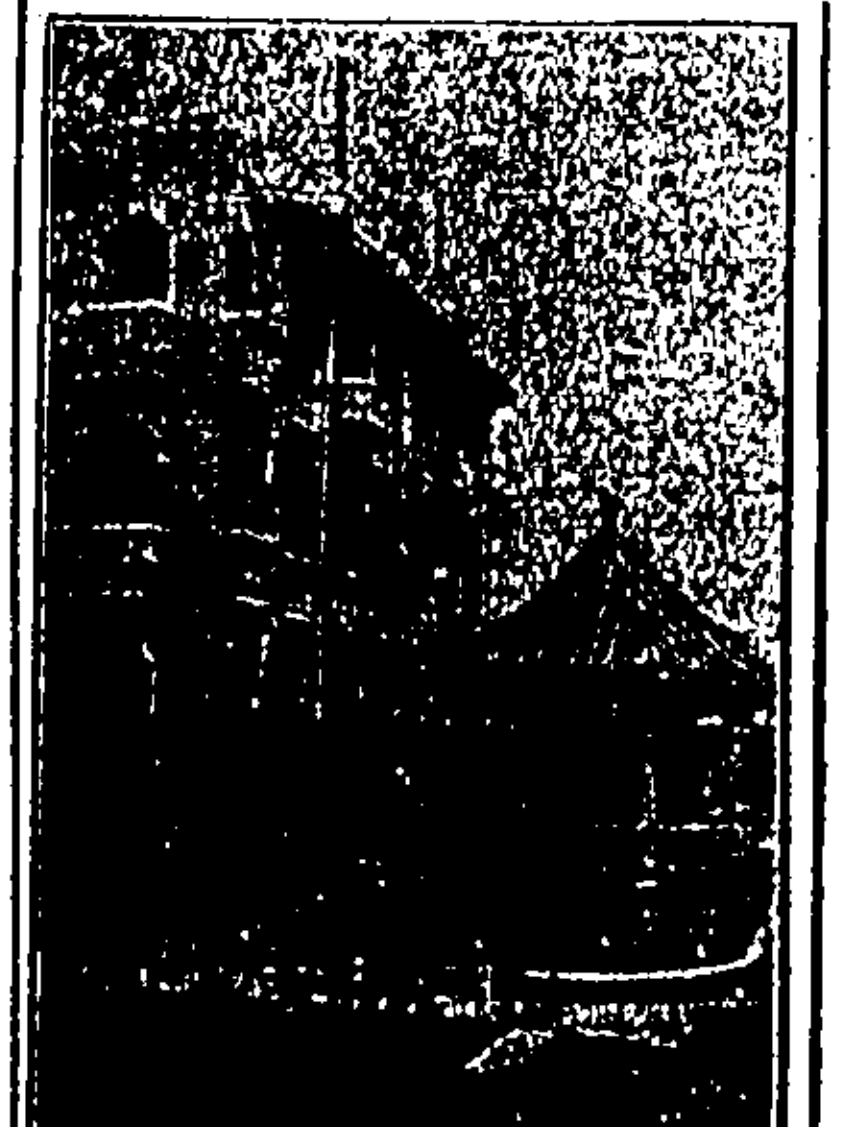
LAMMERT BROS.,
Auctioneers.

Hong Kong, May 4, 1931.

Job Printing
REASONABLE
PRICES

THE NEWSPAPER ENTERPRISE LTD.

CHINA MAIL BLDG. - 5A WYNDHAM ST.



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.
(Facing the Kowloon Cricket
Club. Four minutes from ferry
by bus.)

Suites of rooms (single and
double), hot and cold water
system, all modern sanitation,
private bathrooms attached.

EXCLUSIVE TABLE

entirely under European
management.

Hotel has a splendid aspect in
one of the finest locations in
Kowloon, away from noise, yet
easily accessible.

Terms very moderate. Reserva-
tions by letter or cable.

CLAREMONT

Tel.: 57389 & 57385 (Private).

Telegraphic Add.: "Pern" H.K.

Our motto is "SERVICE".

PHOTO - SUPPLIES

Kodaks and Cameras.

Films, Plates and Papers, etc.

Developing, Printing and

Enlarging.

ZIESS and BUSCH

FIELD GLASSES.

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. 23459.

26A, Des Voeux Road, C.,

Hong Kong.

MISCELLANEOUS

YOUR VISITING CARDS neatly and

promptly printed—"China" Mail

Office, No. 8A, Wyndham St. Tele-

phone 20022.

'Phone 20022

FOR

CLASSIFIED
ADVERTISING

Twenty-five Words three inser-
tions prepaid \$1. Every addi-
tional word four cents for three
insertions.

All replies under this heading
must be called for.

LOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through bills of Lading
to Piume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. "COL DI LANA"	May 10	May 17
S.S. "CRACOVIA"	May 17	May 24
S.S. "MONCALIERI"	May 24	May 31
S.S. "GANGE"	May 31	June 7
S.S. "CARIGNANO"	June 7	June 14
S.S. "PISSNA"	June 14	June 21

* Passenger Steamers with First, Second and Second Economical Classes.
† Outward voyage to Shanghai only.
Particular attention is called to the s.s. Gange which will make the voyage Hong Kong/Italy in 24 days and Hong Kong/London in 26 days.
For Freight and Passages apply to:
Queen's Building, DODWELL & CO., LTD.
Tel. 23021 Agents.

NYK. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £35 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TATSUTA MARU	Wednesday, 13th May.
ASAMA MARU	Wednesday, 27th May.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIYE MARU	Tuesday, 2nd June.
HEIAN MARU	Tuesday, 30th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAKUSAN MARU	Saturday, 16th May.
HARUNA MARU	Saturday, 30th May.
SYDNEY & MELBOURNE via Manila & Ports.	
KITANO MARU	Saturday, 23rd May.
ATSUTA MARU	Saturday, 27th June.
BOMBAY via Singapore, Penang, & Colombo.	
IYO MARU	Monday, 11th May.
↑ TOKIWA MARU	Wednesday, 27th May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
RAKUYO MARU	Saturday, 23rd May.
NEW YORK, BOSTON via Panama.	
↑ KUMA MARU	Monday, 25th May.
LIVERPOOL via Port Said, Sumboul (Constantinople), Genoa.	
↑ TOYOOKA MARU	Friday, 15th May.
CALCUTTA via Singapore, Penang & Rangoon.	
↑ NAGATO MARU	Saturday, 9th May.
↑ RANGOON MARU	Friday, 15th May.
SHANGHAI, KORE & YOKOHAMA.	
KASHIMA MARU	Saturday, 16th May.
ATSUTA MARU (Nagasaki direct)	Wednesday, 20th May.
↑ MORIOKA MARU	Wednesday, 20th May.
↑ Cargo only.	

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	DOMBAY via Singapore, Belawan Deli & Colombo.	DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	MELBOURNE via Manila, Brisbane & Sydney.	CALCUTTA via Singapore & Rangoon.	VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	NEW YORK via Japan ports, Los Angeles & Panama.	Call Direct at Boston, Philadelphia & Baltimore.	JAPAN PORTS (Freight Service).	HAIPHONG via Hoilow & Pakhoi (Fortnightly).	KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	TAKAO via Swatow & Amoy (Fortnightly).
London Maru	Celebes Maru	Shunko Maru	Chicago Maru	Sydney Maru	Honolulu Maru	Arizona Maru (From Kobe)	Kinal Maru	Madras Maru	Menado Maru	Canton Maru	Hozan Maru	Deli Maru
Tues., 26th May	Tues., 19th May	Sun., 24th May	Fri., 5th June	Fri., 5th June	Mon., 18th May	Sat., 23rd May	Mon., 1st June	Thurs., 7th May	Thurs., 14th May	Sun., 10th May	Sun., 17th May	Thurs., 21st May

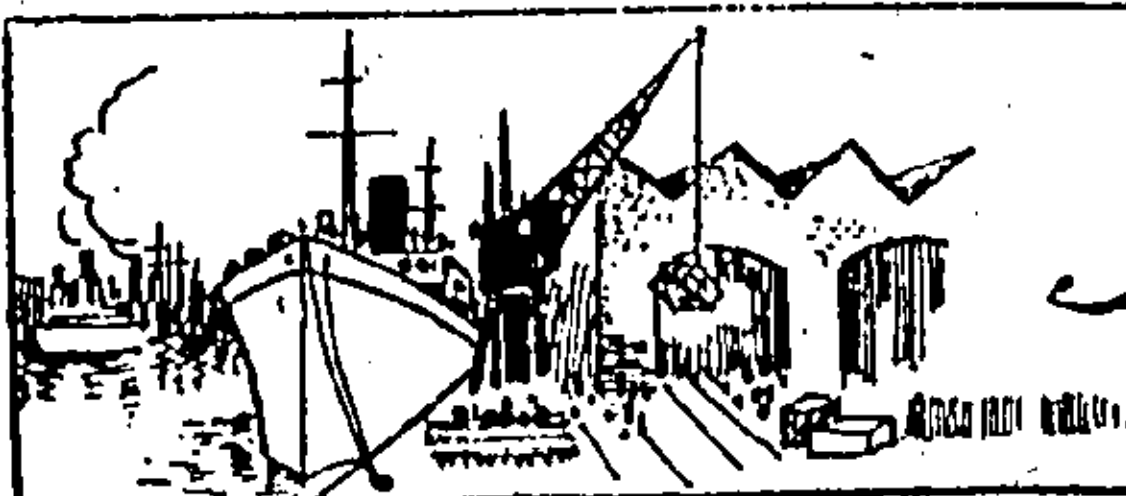
For further particulars please apply to:
OSAKA SHOEN KAISHA.
Telephone 28061.

Donations and Subscriptions must now

be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.



Shipping Intelligence.

TOURIST SERVICE.

COMFORTABLE TRAVEL AT ECONOMICAL PRICE.

The P. and O. Company announces its decision to convert the steamers Mongolia and Moldavia for the carriage of one class of passengers only, with a view to conducting a monthly "tourist class" service with these vessels in conjunction with the new steamers Strathnaver and Strathaid, which latter vessels will, however, carry first saloon and tourist class passengers.

The Mongolia will be thus converted before she sails on April 17 for Australia, and the Moldavia on her next return to London. It is stated that the conversion is due to recognition by Lord Inchcape of the need to meet the demand for comfortable travel at economical rates. The accommodation is to be of the highest standard, and it is added, "should prove exceedingly popular with the Australian travelling public."

The Mongolia and Moldavia will continue in the mail service. The Strathnaver and Strathaid will also enter the Australian mail service with their maiden departures on October 2 next and February 19, 1932, respectively.

MARINE INSURANCE

ACCOUNTS OF THE BRITISH AND FOREIGN.

Accounts of the British and Foreign Marine Insurance show that the company which has been a consistent profit earner was again able to indicate a profit for 1929 although the result was not one of the best of recent years. Premiums for 1929 amounted to £560,408, payments last year were £219,708, and after transferring £51,500 to suspense to close the account (the management has usually been on the right side in its estimates of the amounts required), £20,028 is now transferred to profit and loss.

Premiums for 1930 were \$454,580 and claims were \$126,302, representing a first year's settlement of 27.7 per cent., which compares with a first year's settlement in 1929 of 29.7 per cent. Interest receipts last year were £138,947.

Conservative finance in the past has enabled the dividend to be raised. A final dividend of 27s. 6d. per share, less tax, is now declared, making 55s. for the year, whereas the Ordinary dividend for 1929 was 52s. 6d. A year ago a special dividend was paid out of the balances of the underwriting suspense and re-insurance accounts and of other funds, and was applied to meeting a call of £8 a share. The 67,000 shares of £20 each are now fully paid, making an authorised and issued capital of £1,340,000. The reserve fund stands at £1,000,000,000; the balance of profit and loss account at £161,323; the balance of the underwriting account at £232,886; and the underwriting suspense and re-insurance accounts at £442,261. Obviously the position of the company is strong. The shares are held by the Royal Insurance Company.

ALIEN SEAMEN.

OPPOSITION TO U.S. SENATE BILL.

The opposition of shipping interests to the Senate Bill, which provides that no vessel shall bring into any United States port any alien who would not be qualified for admission to Britain as an immigrant, was expressed by Mr. John Dowd, president of the Maritime Association of the Port of New York, in a telegram sent to members of both houses of Congress from the State of New York. The telegram reads: "The Maritime Association of the Port of New York, earnestly protests against passage of Senate Bill 202, as unwarranted discrimination against alien seamen. Seamen are universally recognised as wards of nations, and this measure not only flagrantly disregards their personal rights, but is a violation of international usage and agreements. American seamen are extended every possible courtesy and consideration at foreign ports, and common decency and the interests of humanity demand similar treatment be accorded alien seamen in Britain."

SHIP WITH CREW OF DEAD MAN.

Struck Down One By One with Yellow Fever.

Johannesburg, Mar. 19. Second Mate B. Jorgensen, last survivor of the voyage of death made forty years ago by the Guiding Star, that tragic ship which drifted in the Eastern seas with a crew of dead men, has just celebrated his seventy-fifth birthday.

To-day he told the story of one of the most remarkable adventures of the sea ever recorded.

"The Guiding Star," he said, "sailed from Tasmania for South America in 1888. At Santos we found more than fifty ships of all nationalities laid up. None of them had a crew, for the yellow fever had seized Santos, and half the people there were dead or dying."

"There was no labour to be had. Every one was down with fever, and the skipper determined to get out."

"We rounded the Cape of Good Hope in twenty-three days, and so up the Indian Ocean till we were 500 miles from Java. And then two of our crew of eleven became sick. Next day they were both dead."

"The following day a third man went delirious and leaped overboard. We knew then that the yellow fever was aboard, and that death stared us all in the face."

"There was no wireless in those days—no one to help."

"Within twenty-four hours the skipper and the first mate both sickened and were dead before night fell. Three others were moaning in their bunks, and next day they all died."

"The three of us that were left were sick. They were the cook, a Frenchman, Charley Whitley, a Londoner, and myself."

"Four days passed like that. At night I used to crawl up to the poop and lie there, wondering if I would die before the others. And on the fifth morning, as I lay there at daybreak, half delirious, I heard a hail from overseas."

"It was the American barque Lancelotti. They sent over medicine and provisions and put on board their chief officer and three men to take us into Batavia. We all began to recover."

"But in Batavia, the American chief and the three men who had brought us to safety went down and died."

ARRIVALS OF SHIPS.

Tuesday, May 5.
Hakodate Maru, Japanese str., 3,226 tons, Capt. S. Hirose, from Singapore, Kowloon Wharf.—N.Y.K.

Tilawa, British str., 6,153 tons, Capt. E. Coleborn, from Singapore, Kowloon Wharf.—Mackinnon, Mackenzie & Co. Wednesday, May 6.

Anshun, British str., 1,869 tons, Capt. J. A. M. McCulloch, from Amoy, buoy No. B9.—B. & S.

Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.

Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A15.—J.C.J.L.

Daviken, Norwegian str., 1,777 tons, Capt. T. Berntsen, from Bangkok, buoy No. B8.—Kwong Nam & Co.

Hai Ching, British str., 1,284 tons, Capt. E. Walker, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hai Hing, Norwegian str., 1,445 tons, Capt. O. S. Olsen, from Hoilow, buoy No. B15.—Thoresen & Co.

Kwong Sang, British str., 1,428 tons, Capt. A. B. Osmund, from Swatow, West Point Wharf.—Jardine, Matheson & Co.

Madras Maru, Japanese str., 2,299 tons, Capt. S. Ama, from Singapore, buoy No. A4.—O.S.K.

Selstan, British str., 1,671 tons, Capt. Alex. C. Inglis, from Hoilow, buoy No. B16.—Kwong Nam & Co.

Szechuen, British str., 1,594 tons, Capt. S. M. Barling, from Swatow, buoy No. B20.—B. & S.

Taiyuan, British str., 2,106 tons, Capt. R. Robertson, from Canton, buoy No. B14.—B. & S.

GERMAN YARDS.

INCREASING ORDERS FROM SOVIET RUSSIA.

According to German foreign trade statistics Russian orders for German yards are on the increase. According to these figures, Germany exported to Russia in 1927 24 vessels of the value of 740,000rm., in 1928 the number was 21 vessels valued at 6,650,000rm., and in 1929 the figures were 11 vessels of the value of 10,030,000rm.

The statistics for 1930 are not yet available, but from the data to hand in December it is clear that there was no appreciable decrease in orders for Russian account during the year; in fact, there might be an increase.

According to the December statistics the export of vessels (iron or steel) with engines rose from five units in 1929 to 13 in 1930, the value of the latter being 4,540,000rm., whereas the export of motor tugs for inland waterways rose from one unit in 1929 to 19 units, valued at 2,580,000rm. in 1930.

The statistics also show that Germany exported 11 passenger and cargo vessels (iron and steel) with engines for inland waterway traffic to the value of 1,310,000rm. In 1929, no vessels in this category were exported to Russia. The total value, therefore, of vessels exported to Russia in 1930 is expected to be about 8,500,000rm., against 10,000,000rm. in 1929.

DIESEL ENGINES.

AMERICA AND BATTLESHIP MODERNISATION.

The Battleship Modernisation Bill authorising the appropriation of \$6,000,000 for repairs and alterations on the battleships New Mexico, Mississippi and Idaho has been passed by the House by a vote of 205 to 68.

The Secretary of Navy was urged during consideration of the measure by Representative Cochran, to have at least one of the vessels Dieselised. "There is an opportunity not only to encourage the American Diesel industry," Mr. Cochran said, "but for the Navy Department to determine for itself the real value of the Diesel engine."

"It has been demonstrated beyond question that the Diesel engines with a given amount of fuel will double the cruising radius of the Navy. In time of war the merchant marine is called into service, therefore it is proper to mention here that practically all of the merchant ships of all great maritime nations of the world are being Dieselised, while the United States merchant marine is still clinging on to steam. Can all of these nations be making a mistake? Surely experience with the Diesel engine was warranted this change or they would not have been installed."

HIGHLAND HOPE.

Notice of Appeal Against Judgment.

Notice of appeal has been given against judgment of the Court of Inquiry appointed by the Board of Trade to investigate the loss of the motorship "Highland Hope."

The appeal which has been lodged by the Nelson Line, owners of the vessel, is permitted under the Merchant Shipping Act, and may be heard during the next law term by two judges sitting as a Divisional Court in the Admiralty Division.

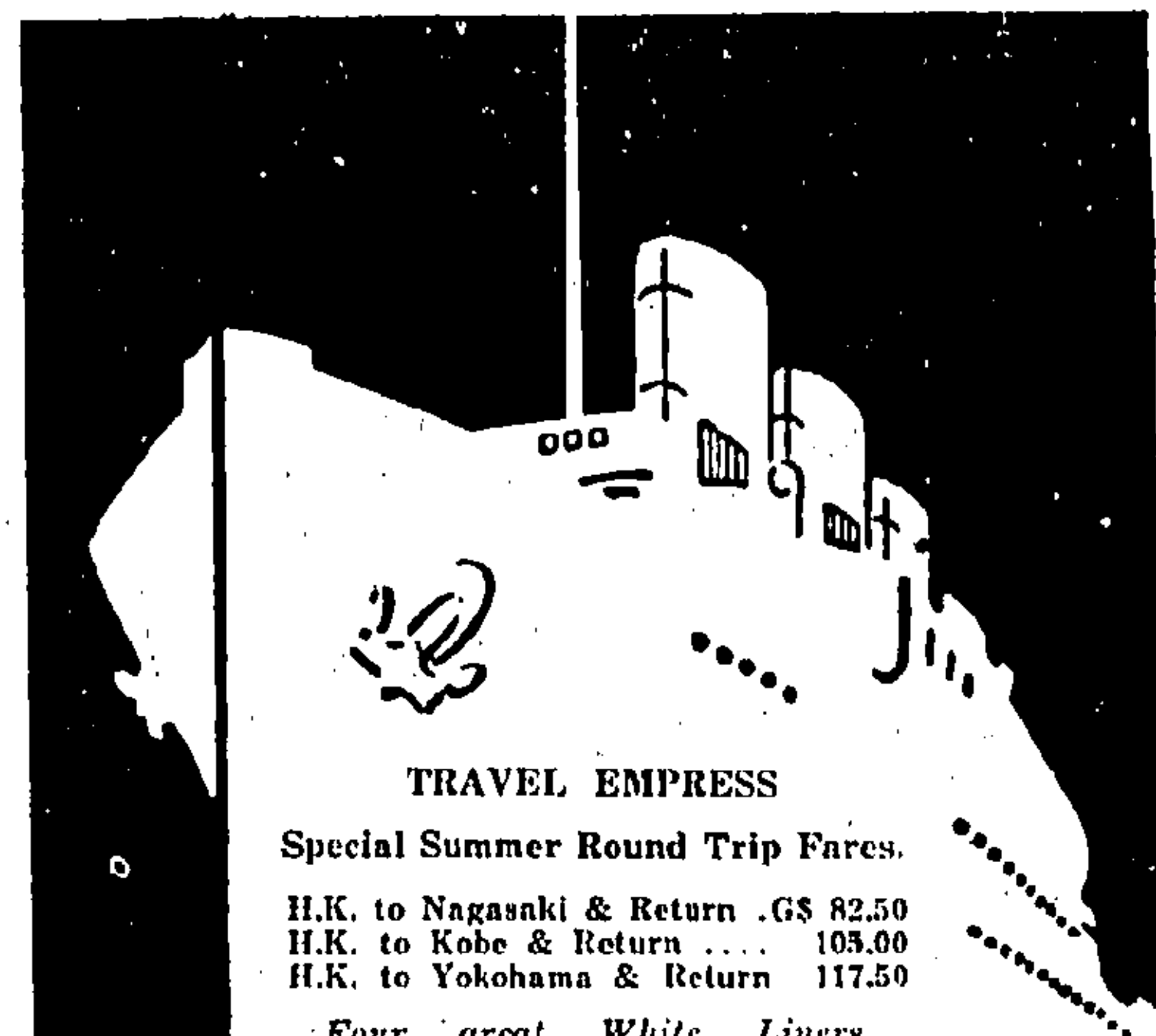
In its findings the Court of Inquiry stated that the Court considered that owners could not be absolved from all blame for the loss, in that they employed as master of their ship a man whose age was such that he could not reasonably be expected to withstand the mental and physical strain involved in commanding a large and fast passenger vessel. It is against this part of the judgment that the Nelson Line appeal.

CONSIGNEE'S NOTICE.

Consignees of cargo ex s.s. Moncalieri are reminded to take delivery of their goods which will be subject to rent after May 10.

Consignees of cargo ex s.s. Cracovia are reminded to take delivery of their goods which will be subject to rent after May 11.

Consignees of cargo ex s.s. Benvenuto are reminded to take delivery of their goods which will be subject to rent after May 14.



TRAVEL EMPRESS

Special Summer Round Trip Fares.

H.K. to Nagasaki & Return G\$ 82.50
H.K. to Kobe & Return 105.00
H.K. to Yokohama & Return 117.50

Four great White Liners, largest and fastest on the Pacific, cut DAYS off ocean travel time to the Pacific Coast.

	Hong Kong	Shanghai	Yokohama	Honolulu	Vancouver
Empress of Russia	May 8	May 11	May 14	May 16	May 25
Empress of Japan	May 23	May 26	May 28	May 30	June 5
Empress of Asia	June 5	June 8	June 11	June 13	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 3
Empress of Russia	July 3	July 6	July 9	July 11	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 31
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF JAPAN	May 15	May 17
EMPRESS OF ASIA	May 28	May 30

For further information please apply to:

CANADIAN PACIFIC

World's Greatest Travel System.

Telephones: Passenger 20752. Telephone: Hong Kong All Depts. Freight 20042. GACANPAC: Passenger Dept. Cable Address: NAUTILUS: Freight Dept.

BRITISH WUCHOW LINE

SAILING DATES FOR MAY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

S.S. "TAI MING"

(649 Tons—Capt. W. H. Lawton.)

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
SAT. 9th	MON. 11th	THURS. 7th	FRI. 8th
THURS. 14th	SAT. 16th	TUES. 12th	WED. 13th
WED. 20th	FRI. 22nd	SUN. 17th	MON. 18th
TUES. 26th	THURS. 28th	SAT. 23rd	SUN. 24th
		FRI. 29th	SAT. 30th

Ports of Call—Samshui, Shuiling, Takling & Doshing.
Fares Return (not including meals) \$18.00.
Meals and Wines are to be obtained on board.
Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to:
29, Connaught Road, West, SANG WO Co., Ltd.
Phone 20805.

POST OFFICE NOTICE.

The postage on printed papers for China and Macao is 2 cents for each two ounces or part of two ounces; and to all other destinations 4 cents for each two ounces or part of two ounces.

INWARD MAILS.

FRIDAY, MAY 8.

Japan, Shanghai and Europe via Siberia (London, April 18) Kalyan
Australia and Manila Tando
U.S.A., Canada, Japan & Shanghai (Seattle, April 18) President Madison
Calcutta and Straits Hosang

SATURDAY, MAY 9.

Shanghai and Swatow Sochow
SUNDAY, MAY 10.
Shanghai and Amoy Tjikembang
TUESDAY, MAY 12.
Japan and Shanghai General Metzinger

OUTWARD MAILS.

THURSDAY, MAY 7.

Samshui and Wuchow Kong Ning 4 p.m.
Shanghai, Japan, Canada, U.S.A. C. & S. America and Europe via Vancouver, B.C.

Empress of Russia (Due Vancouver, B.C., May 25 and Europe via Siberia.)
Parcels May 7, 5 p.m.
Registration May 8, 9.15 a.m.
Letters 10.10 a.m.
Tilawa 5 p.m.

FRIDAY, MAY 8.

Kashmir 10 a.m.
Klungchow 10.30 a.m.
Hai Ching 1 p.m.

Kalyan (Due Marseilles, June 6.)

K.P.O.

Parcels May 8, 4.30 p.m.
Registration May 9, 9 a.m.
Letters 10 a.m.

SATURDAY, MAY 9.

Shanghai, Japan and Europe via Siberia Tando 12.30 p.m.
Manila President Madison 2.30 p.m.
Straits & Calcutta Kurn Sang
Parcels May 9, 4 p.m.
Letters 5 p.m.
Amoy Anshun 5 p.m.

SUNDAY, MAY 10.

Swatow, Amoy and Formosa Canton Maru 9 a.m.
Bangkok via Swatow Kwangchow 9 a.m.
Saigon Chinghua 9 a.m.

*Superscribed correspondence only.

Corrective Foot Appliances and Preparations of

Dr. SCHOLL

Toe Flex and Toe Right
Zino-Pads
Foot Easers
Bunion Spring
Bunion Reducer
No Grip Heel Liner
Walk Strate Heel Pads
Tru Span Arch Support
Tri Spring Arch Support

Anterior Metatarsal Arch Support
Foot Soap and Powder
Foot Cream
Corn Salve
Bunion Lotion
Fixo Corn Plasters
Bromidrosil Powder
"2" Drop Corn Remedy

YOU ARE CORDIALLY INVITED TO
FREE DEMONSTRATION.

A. S. WATSON & CO., LTD.
ESTABLISHED 1841.

Established 60 Years

A TACK & CO.

The Oldest Established and Most Up-to-Date
PHOTO SUPPLY HOUSE
in the Colony.

Developing and Printing all FILMS and PRINTS
guaranteed thoroughly washed.

26 Des Vaux Rd. C.

Tel. 20945.

SAVE Clothes Expense DRY CLEAN at SAVING PRICES

BUT BEWARE

of cheap Dry Cleaning. So called Chemical Cleaning is soap and water with a little spirit spotting. Such methods do not preserve cloth from moth and other insects.
There is no surer method to preserve your clothes during the Summer than Genuine Dry Cleaning and Sealing in a Moth Proof Bag.

SPECIAL VALETIERA SERVICE.

Commencing May 1931, at No. 2, Peninsula Hotel Arcade and at No. 364, Nathan Road (next door to Majestic Theatre).

THE STEAM LAUNDRY CO.

Sanitary Laundries, Dyers and Dry Cleaners.

Receiving Depots and Agents:

Head Office & Works: Mongkok, Tel. 57032 (Kowloon Hotel Depot).
Hong Kong Depot: 36, Stanley Street, Tel. 21279. Peak Hotel Depot:
Peninsula Hotel (Visitors only), Hong Kong Hotel (Visitors only).

"THE HOUSE OF QUALITY"



Perfumes, Powders,
Toilet Requisites,
Beauty Preparations
and

DRUGS OF EVERY DESCRIPTION

PARKE DAVIS PRODUCTS A

SPECIALITY

THE CHINA DISPENSARY

82 Queen's Road, Central

WHITEWAYS

SUMMER HELMETS

THE "IMPERIAL" TROPICAL SUN HELMET



WHITEWAYS STANDARD VALUE

THE "IMPERIAL" HELMET

SUN & WEATHER PROOF.
It is English manufacture.
Made from special light
fibre, and covered with a
strong white drill. Excel-
lent shape and fit.

\$13.50

HAWKE'S HELMETS.

These Helmets are recognised as the best. Comfort-
able fitting. White Drill Covering.

\$21.50 & \$25.00.

CALCUTTA PITH HELMETS LIGHT COOL and RELIABLE

MEN'S OUTFITTING DEPARTMENT.

WHITEWAY LAIDLAW & CO., LTD.

The China Mail

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$36, payable
in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$13 including postage \$19, pay-
able in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers.

No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—

Business Office: 20022.
Editorial Department: 24641.
Cable Address:—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd. to whom all remi-
tances should be made payable.

London Offices:—S. H. Bywaters
& Co., Ltd., 7, Garrick Street,
London, W.C.2.

MR. M. J. QUIST,

Consul-General der Nederlanden.

P.P.C.

s.s. "Empress of Russia"

Hong Kong, May 8, 1931.

Hong Kong, Thursday, May 7, 1931.

COLONIAL POLICY.

Where the Colonial policies of two great Powers are pursued in countries practically contingent to each other, having similar peoples, customs, geological and other natural difficulties to overcome in the struggle for development, it is perfectly just to compare the advancement made by their respective policies and to judge which has proved the most successful and the most suitable. In illustration of this one could have no better example, perhaps, than that provided by those two great Colonial Powers, Great Britain and France, whose Overseas possessions and mandated territories exert a mutual influence over nearly every continent in the world except Australia. In the Caribbean French Guiana finds a British possession as her neighbour; in North Africa French suzerainty challenges that of our Sudanese and Egyptian policies, whilst in Indo-China the governance of Asiatic peoples is open to comparison with the British Imperial system as it obtains in Malaya and Hong Kong. Both systems have a great deal to be said in their favour, and I perhaps nearly as much against their favour, whilst each is in many respects radically different from the other, being based upon unlike principles and conceptions of the usefulness and purpose of

colonisation. It is only the results which, to an impartial observer, are able to reveal the system which may be said to be the best for governors and governed, for the benefit of the country in subjection as regards educational, social, moral, and industrial influences, and in the development of such country according to the tenets of modern civilisation.

In this connection it is interesting to refer to the speech which Marshal Lyautey, the famous soldier and most distinguished of French colonial administrators, delivered at the opening ceremony of the French Colonial Exhibition at Vincennes yesterday. In summarising the policy on which his success as an administrator was founded, he declared that colonisation must be essentially constructive and beneficial. The colonising Power should display force to prevent the use of force, and the right way to treat the native was to show him consideration. Now there is no greater admirer of British colonial methods than Marshal Lyautey, and he confessed, in a recent interview published in "Overseas," that he had tried, where possible, to imitate those methods, or to apply them with suitable modifications, in the French colonies under his administration. Acquiring his first practical experience of colony building in Tonkin and Indo-China, he had as his mentor and his guide, General Gallieni, a man who, in his opinion, possessed all the qualities of an empire builder. In the meantime he had frequent occasion to admire British methods and, from what he saw in India and the British colonies in the East, he realised more than ever how the British Empire came into being.

Britain, as France, might have her politicians — and no politician ever created an empire — but where she differed from France was that she rarely allowed them to nullify the efforts of her men of action. The colonial policy in short, that Britain has always followed has been characterised by a wonderful unity and continuity, not only in plan, but in method, a circumstance to be attributed in the main to the enormous advantage of having a Colonial Office at Home whose personnel does not change with every new Government. The power of British colonial enterprise, he believes, is made up of two things: its institutions and the single-mindedness of its servants. First the institutions, with their fixed and aristocratic

elements, in the largest sense of the word, which ensure the permanency of programmes, the fixity of methods, the security of personal situations (sic), and the possibility of adequately preparing any scheme you have in view and of not seeing it materialise before the time is ripe. And secondly, the single-mindedness of its servants with their serious bent in everything in life, their energy and disdain of routine and the strong individualism of the Anglo-Saxon race. His own method, he admits, resembles and yet varies considerably from that adopted by the British colonists. He has, in a number of ways, sought to apply in French colonies British methods, British hygiene, British comfort, British regard of the social, recreative and sporting needs of his men. Where he has differed, however, from British methods, has been in the role that France has set out to fulfil in regard to the native population. Whilst holding every possible admiration for British colonisers and fully agreeing, for instance, with the conclusions reached in Seeley's "Expansion of England," he holds that methods that are applicable in one century are not necessarily applicable in the next. That is why the political and administrative role that France has in view when dealing with her native populations is perhaps rather different from that of Britain. Which has been the most successful from every point of view must be left to historians to decide, but the bare fact that, in spite of revolutionary propaganda, changing racial ideals, and the subversive movement against our Imperial policy, Great Britain has ensured an almost unbroken peace in her possessions, is itself eloquent of the solidity and honesty of her colonial policy, old-fashioned and unyielding as it may sometimes be.

News in Brief.

The lowest open air temperature yesterday was 75 degrees. The humidity at 10 a.m. was 85 and at 4 p.m. 86.

A youth, Tam Wing (14), who was taken to the Government Civil Hospital on April 30 suffering from injuries as the result of jumping off a tramcar which was in motion in Tin Lok Lane, died at 2.25 o'clock this morning.

Alleged to have inflicted a wound in his mother's throat at 229, Des Vaux Road Central yesterday, Fung Yu-chung (17) was removed to the Government Civil Hospital for observation, as it is alleged, he is insane.

A large rock became dislodged on the hillside of the Chi On Quarry at Kowloon Tsai yesterday and fell on a stone breaker, Fung Fat (43) who was digging earth immediately below. The man was rushed off to the Kowloon Hospital suffering from injuries to his head and face, from which he succumbed at 3 p.m.

TALLEST MAST.

STEPPED ON YACHT OF THE KING.

MADE OF SILVER SPRUCE.

Rugby, Yesterday.
The tallest mast ever placed in a yacht, was stepped yesterday, in the Britannia. It is 176 feet long, in two sections of 105 and 71 feet. Unlike the new masts of the Shamrock V and Canada, which were constructed of high tensile steel and are 164 and 165 feet long, respectively, the Britannia's mast has been made of silver spruce, and although hollowed out, weighs, unrigged, 8½ tons. The cutter is being fitted out with a new Bermudan rig, and the greatest interest is being taken in the work by the King, who hopes to sail her at Cowes again this season. — British Wireless Service.

Built during the past two years at a total cost of \$4,500,000, the Dominion Government's huge new grain elevator situated on reclaimed land on the St. Lawrence River, three miles east of Prescott, is now completed and ready for the opening of navigation in April. Towering to a height of 250 feet at its loftiest point, and extending diagonally riverwards for a distance of 1,340 feet, the great structure forms an impressive place of skyline. Its capacity is 5,500,000 bushels.

HUBERT THE HIPPO NOW HOLY

Extraordinary Career of South Africa's Pet.

STRANGE ANIMAL.

Hubert the Hippo is again in the news. This strange animal which, for no reason that can be ascertained, suddenly left his home in Zululand in November, 1928, and has since wandered down the whole length of the Natal coast, has been made a god by the natives of the Eastern Cape, writes the Johannesburg correspondent of the Morning Post.

His present place of residence is Mount Pleasant, a few miles inland from the port of East London. No hippo has been seen in the Cape for half a century or so, and thus to the natives Hubert, lumbering over the horizon from the north, is holy.

He is now universally looked upon as the reincarnation of a great chief and an emblem of peace, progress, and the advancement of the natives through education and culture and not through violence. His benign presence is thus having a greater pacifying effect than all the efforts of the Native Affairs Department.

Some weeks ago Hubert must have struck a bad patch, for he unceremoniously crashed through the fence of a farm-house at Blaney and helped himself, like any common tramp, to the contents of the dustbin.

Since then, however, he has settled down to the comfortable life of a country gentleman at Mount Pleasant, where he grows fat on mealies and what not, in between dips in the Nahoon River. Everyone in the district respects his solitude, and no one ever disturbs him. In return he never does any serious damage or injury. He has ever learnt to respect farmers' fences, and he now burrows under them instead of walking straight through them.

Trek from Zululand.

The only thing that disturbs the even tenor of his way is when natives come to worship him from afar off.

In his twenty-eight months amble down from Zululand Hubert has covered approximately 400 miles, and has become South Africa's national pet. The early stages of his tour were something in the nature of a Royal progress. Special correspondents from the papers followed his every movement, and photographers clicked at him from every corner.

After he had displayed his distaste for publicity by trampling on a few cameras, however, he was more or less left alone. Special Provincial gazettes made him a statutory offence, and his passage through the various villages was recorded more after the nature of a trans-Atlantic flight, with brief Press messages such as "Hubert passed through here at 6.30 this morning."

Hubert's last great exploit was when he was suddenly seized with a taste for town life and paid a passing visit to Port St. John. Shortly after dark one evening a town councillor was on his way to attend a council meeting. Crossing a grass-covered plot in the Market Square he flashed his electric torch on what he thought was a stray ox — and the beam fell full on Hubert.

Town Council Scattered.

Without waiting to be introduced, the councillor made a record sprint to the Town Hall. There he met a few more councillors and the Town Clerk. Thus reinforced with the full civic authority, the Town Council advanced in a body to inspect the visitor. Hubert resented the battery of torches directed on him and charged. The Council adjourned sine die.

Hoping for a return visit, the following night saw most of the townsfolk hidden in the purlieus of the Market Square. They were not disappointed. A local solicitor, passing a gap in a hedge of the outskirts, suddenly encountered Hubert's head thrust through the hole. The solicitor collapsed into a thorn bush while Hubert ambled past.

Through the trees and on to the darkened Market Square blundered Hubert, to be met with the sudden glare of numberless motor-car headlights, and torches. And an army of barking dogs, snuffing him, and screaming women, nonplussed by this unexpected arrival, welcomed the poor fellow promptly sat down on his haunches in the centre of the Market Square to think things out.

CIVIL WAR. "FOR A LITTLE WHILE."

Use of British Troops As "Mercenaries."

GANDHI'S ADMISSION.

There may be civil war and serious communal strife when we get "swaraj," but only for a little while. If your Army will not help us (as mercenaries), then it may perhaps end itself in the exhaustion or destruction of one community or the other. But it is better that we should fight our own battles.

This was the sense of a passage in an interview which a Statesman representative had with Mr. Gandhi in Karachi.

Mr. Gandhi had previously agreed that the Indian Army would need some British officers, and perhaps some British regiments, and the Statesman representative had asked him why he expected they would serve under an alien Government.

He replied: "Well, we have known of mercenary armies in Europe in the past, and though the inspiration of patriotism has supplanted pure mercenaryism, the soldier still asks for and receives the monetary wages of his service. Why should he not be willing to lend his services on similar terms for the common good of humanity?"

He stated that he was open to conviction that Dominion status was better for India than independence and that if he were thus persuaded at the Round-Table Conference he would do his utmost to bring the Working Committee round to that way of thinking. He could not conceive of that possibility, however.

He agreed that the idea of "equality of partnership" with Britain meant a semi-contractual alliance as Britain has with France for certain purposes of war, "but for more things than war."

GUILTY BUT INSANE

QUICK VERDICT IN THE MURDER CASE.

CORREA TO BE DETAINED.

Martin Gonzalez Correa, at the Assizes yesterday, was found "Guilty, but insane," in connection with the murder of John Harrison aboard the Empress of Russia, on February 24. He was accordingly ordered by the Chief Justice (Sir Joseph H. Kemp), to be detained at the King's pleasure.

After the prosecution closed Dr. G. V. A. Griffiths, Medical Officer at Victoria Gaol, who had the prisoner under special observation from February 23, gave evidence. His opinion was that on occasions prisoner was definitely out of his reason. He meant the word in its fullest meaning. He had refused to see his lawyer, to take food, or to wash or bathe. In his condition, it would not be surprising if he were subject to homicidal tendencies.

Cross-examined, witness could not say how long prisoner had been in this mental state.

Specialist's Evidence.

Dr. M. O. Pfister said he had made a special study of mental diseases, at Heidelberg and Peking. His opinion was that Correa was suffering from a mental affliction known as *dementia praecox*. Whilst it was not possible to say when it began, in the present case witness thought it had been persistent for about six months. It might have existed to some extent for some years. He had found the usual homicidal tendencies and delusions and illusions which were symptoms of the disease, when he applied tests to the prisoner.

Witness then explained some of the tests. He also said that Correa had told him he remembered firing the shot aboard the ship. Prisoner was interested in spiritualism, but witness did not think he was a "medium."

After a short address by Mr. d'Almada for the defence, the jury returned their verdict as stated, after only three minutes' retirement.

Ten Years Ago.

[From the "China Mail" of May 7, 1921.]

To-day's dollar is worth 2/6%.

A Chinese who recently arrived from America when charged this morning before Magistrate Lindell with having unlawful possession of a "Daisy" air-gun, a dummy bayonet, 10 lbs. of slugs, said that he bought the gun as a toy for his children. He did not know that it was unlawful to possess an air gun in Hong Kong. The Magistrate imposed a fine of \$10, and ordered the confiscation of the gun and slugs for three months, at the end of which time the defendant could claim them on production of a permit from Canton authorising him to take them there.

KING'S THEATRE

SHOWING TO-DAY

AT 2.30, 5.10, 7.15 and 9.30 p.m.



WHEN HE KISSES LIKE THIS
—THEY FALL LIKE THAT!

MAURICE
CHEVALIER

IN
"Playboy
of Paris"
A Paramount Picture

He's the man who makes life
worth loving—come and find
out how!

ALSO

A PARAMOUNT COMEDY & SOUND NEWS

Booking at the Theatre

'Phones 25313 and 25330.

CURRENT SPORTING GOSSIP

SOUTH CHINA BEAT "THE REST."

Great Superiority
Displayed.

LEE SCORES THREE.

A large crowd on the Club ground yesterday witnessed the complete rout of "The Rest" eleven against South China A.A. (Champions of Division I.) in the final match of the football season. Goals by Lee Wai-tong and Fung King-cheung in the first half were the result of fine combination in the forward line. After the interval Lee Wai-tong scored another goal, followed shortly after by a point from Ip Pak-wa. The fifth goal was credited to Lee, bringing his tally up to three. Lowden broke the "duck" of "The Rest" eleven when he gave Pau Ka-ping no chance at close range. Speedier methods and perfect combination never cast a doubt on the ultimate result.

Trophies Presented.

At the conclusion Mrs. J. Ormiston presented the League trophies.

Mr. Pau Ka-ping, South China's captain, received the Hong Kong Daily Press Cup, and the South China players were presented with silver cups. The Kowloon F.C. as runners-up in the Senior Division, also received silver cups.

The South Wales Borderers won the "Fred Ellis" Cup in Division II, and silver cups were presented to each player; silver cups were presented to the Royal Navy players as runners-up in Division II.

The "Chan" Cup was won by the Royal Army Ordnance Corps, winners of Division III, and each player received a silver cup.

Miss Paula Hollands at the conclusion presented Mrs. Ormiston with a bouquet, in a silver vase adorned with the colours of the H.K.F.A.

Mr. May, on behalf of the League Management Committee, thanked Mrs. Ormiston for making the presentations, and Mr. W. E. Hollands, the League Hon. Secretary, for his work in connection with the Football Leagues.

THE SUNDAY HERALD CHARITY CUP.

Proposed Allocation of
Proceeds.

OVER \$30,000 RAISED.

The following shows the allocation of the Sunday Herald Charity Cup fund for last year and the suggested allocations for this year:—The cut from the Orphanage and Almshouses has been suggested by one of their Committee, and the balance has been added on to the Leper Mission Fund. The Soldiers & Sailors Home and the New Territories Medical Benevolent Society appear in the list for the first time.

1930.		Suggested For 1931.
Protestant Orphanage	250.00	100.00
Protestant Almshouses	250.00	100.00
Mission to Seamen	550.00	550.00
St. Vincent de Paul	300.00	300.00
Little Sisters of the Poor	300.00	300.00
Chap Shing Hospital	500.00	500.00
Blind Home	300.00	200.00
Alice Memorial Hospital	600.00	600.00
Hong Kong Benevolent Society	300.00	300.00
St. Dunstan's Home	670.00	1020.00 abt.
Chinese Leper Mission	250.00	500.00
Soldiers & Sailors Home		300.00
New Territories Medical Benevolent Society		244.24
Total	\$4,270.00	\$5,114.24

Total distributed including current year, \$37,241.64.

H.M.S. CORNWALL IN SINGAPORE.

Wins Football Game
Against Chinese

Penang, April 27:—The Penang Volunteers scored a shooting victory yesterday over H.M.S. Cornwall. Penang's score was 466 and the Cornwall's 394. The ranges were 200 yards, 300 yards and 500 yards deliberate and 300 yards rapid.

In a football match played here on Saturday, H.M.S. Cornwall beat the Chinese Recreation Club by four goals to two.

Singapore, April 27:—In a friendly match at the Arson

SIGNS OF STALENESS AT THE H.K.C.C.

Chinese Visitor in Very
Fine Form.

RUMJAHNS LOSE.

(By "Base Line.")

After witnessing the downfall of the Rumjahn cousins before the attack of Khoo Hoo-hye and Paul Kong at the H.K.C.C. yesterday I could not help thinking of that important factor in tennis, the avoidance of which is so difficult—staleness.

H. D. Rumjahn lacked the brilliance with which he has thrilled the spectators' time and again. S. A. Rumjahn played all too timidly and displayed none of his fiery offensives. Staleness can work havoc with the very best of human machines.

To Khoo, however, all praise should be given for his extraordinarily fine display and to Paul Kong credit is due for his remarkable steadiness. Khoo gave his best exhibition on the local courts and his range of strokes were sufficient to counter the volleying defence of the local doubles champions.

After a strenuous four-set match Khoo very sportingly attempted to play his scheduled singles game against C. A. L. Rumjahn, the local singles champion. With a burst of energy he took five games to Rumjahn's two, but after consultation with the umpire it was decided to make the eighth game the last. Khoo, however, lost this game thus ending up in the lead at 5-3.

Full results:—

Khoo Hoo-hye and Paul Kong beat H. D. and S. A. Rumjahn 6-3, 6-3, 6-6, 6-2.

Khoo Hoo-hye led C. A. L. Rumjahn 5-3 in the first set.

To-day's Matches.

At 4.30 E. D. Andrews, the visiting British International player, will be in opposition to C. A. L. Rumjahn, the local champion. After this match E. D. Andrews and A. L. Sullivan, the H.K.C.C. champion, will play H. D. and S. A. Rumjahn in the final match of the present series of exhibition matches.

RACING.

RESULT OF THE SHANGHAI
CHAMPIONS.

SWEEP DRAWINGS.

Shanghai, Yesterday.

The result of the Shanghai Champions was:

Saarlund (Dallas) 1

Busy Bee (Bowling) 2

Mr. Cinders (Maitland) 3

Won by two lengths, with three-quarters of a length between second and third.

"A" sweep, drawing—15591, 24087, 26262.

"B" sweep drawing—32788, 257, 7307.

It is understood that the first prize in the "A" sweep goes to a Hong Kong club.—Reuter.

PHAR LAP ONLY IN SIXTH PLACE.

List of the Biggest
Stake Winners.

TIME YET.

Phar Lap, Australasia's champion race-horse, has now won a shade over £52,000 in stakes, and figures in sixth position in the world's list of biggest stake winners. Those ahead of him are:

Gallant Fox (America) ... £68,273
Ksar (France) 67,078
Zey (America) 62,726
Isinglass (England) 57,465
Donovan (England) 55,164

Gallant Fox amassed his big total in two seasons—at two and three years. He did not race after that. Phar Lap did not come to hand as soon as the American champion, which ceased to race at the age at which Phar Lap set out on his great winning career.

There are half a dozen weight-for-age races to be decided ere the current racing season concludes in Australia. Were Phar Lap to capture the lot, approximately £5,000 would be added to his tally. If he collected the Sydney Cup as well, the amount would be increased to just below £9,000. This amount would be insufficient to place Phar Lap above the American and French champions detailed in the list.

The chances, however, of Phar Lap contesting all of the six remaining weight-for-age races are slender. Two of the six events are on the one day—the third day of the A.J.C. Autumn meeting. Phar Lap, though, could probably take both—the distances are a mile and a mile and three quarters. However, there is ample time for Phar Lap to beat the American horse's stake record. He is only a four-year-old and sound.

THE ORIGIN OF PLUS FOURS.

Player with a Plus
Four Handicap.

HENCE THE NAME!

There is an interesting note in "Bride and Groom," a Canadian magazine, dealing with the origin of plus fours.

"A great many golfers suffer under the delusion that 'plus fours,' as the baggy knickers are known, derived their name from the fact that the tailors added 4 in. to the usual measurements to ensure extra 'freedom,' the paper states. 'The facts are quite different.

"The reason why the baggy trouser suit came to be named 'plus fours' is that, when golfers took to wearing the suit because of the ease and freedom of movement, it was humorously considered necessary to be a first-class player before one would dare to wear such a suit.

"Before the present British national system of handicapping was introduced, which places the best players at scratch, the club handicap system allowed the having of back markers of one or more strokes, the maximum being four, so that a par excellence golfer was handicapped 4 (or plus four). The plus four which indexed a player's golfing prowess and 'entitled' him to wear the suit eventually became, therefore, the name by which the suit was known."

OARSMAN'S DEATH.

Rowed Against Cambridge On
Four Occasions.

Colonel Frank Willan, who was for two years president of the Oxford University B.C., and who rowed for Oxford against Cambridge on four occasions, died at his "New Forest" home, Burley Manor, 48 hours after the 1931 Boat Race.

He was 85 years of age, and officiated as umpire of the University Boat Race for 13 years.

Imaging a heap of iron filings sent flying wildly hither and thither when someone waves a magnet over them. Enlarge the iron filings to human size, endow them with all the frailties of the flesh, keep them zig-zagging about like Chinese crickets, and you have some notion of the spectacle of a hockey—Norman R. Collins.



WORLD

STAR

THOROUGH OVERHAULING

AND

ALL NECESSARY ALTERATIONS

FOR THE

PERFECT RECEPTION

OF

SOUND

NOW WELL IN HAND

THEATRES REOPENING SHORTLY.

WATCH FURTHER ANNOUNCEMENTS.

PATRONIZE

THE

QUEEN'S

THE COLONY'S COOLEST

AND AIRIEST THEATRE

SHOWING THE

BIGGEST AND BEST

PICTURES

LOUIS

LE PLUS MODERNE SALON DE COIFFURE A HONG KONG.

Finger waves of feminine refinement. A finger wave is a subtle thing. The most successful Finger Waves are merely suggestions of a Wave and are preferred by many smart women. Louis Finger Waves are famous for his delicate symbol of feminine refinement.

Phone 27411.

King's Theatre Bldg.,
4th Floor.



TO-DAY TO SATURDAY



DRINK ONLY

ELBSCHLOSS

EAGLE BRAND

BEER

SOLE AGENTS FOR HONG KONG:

THE WING ON CO., LTD.

LAWN BOWLS

WOODS

THOMAS TAYLOR

"THE BEST IN THE WORLD"



MADE OF THE FINEST QUALITY

LIGNUM-VITAE

ROUNDED AND SHAPED TO

PLAY ACCURATELY AND

BIASED TO THE CORRECT

DEGREE.

OWNERS' INITIALS ENGRAVED

ON MOUNT OPPOSITE BIAS.

TABLE BOWLS

ENGROSSING INDOOR GAME OF LAWN BOWLS

WITH EIGHT SPECIALLY BIASED BALLS.

LANE, CRAWFORD, LTD.

Sports Dept.

Tel. 28151.

GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg., corner of Des Voeux Rd. C. and Chater Road.

SMART SPORT, AFTERNOON

AND EVENING FROCKS

featuring the latest fashions.

New shipments received every

fortnight.

GEORGETTE HANDKERCHIEFS.

SILK SCARVES, MULES.

LINES OF ALL DESCRIPTION

WHITE & COLOURS.

LINGERIE, PYJAMAS, KIMONOS,

etc., etc.

HONG KONG

SHANGHAI

MANILA

THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO 2 A.M.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price:—\$2.00 per dinner per person.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price:—\$1.50 per dinner per person.

There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.

Y. C. LUM (Manager).

G. FALCONER & CO., (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

JOCK CRICHTON IS KNOCKED OUT.

Punch-Drunk in Fourth Round.

"STINNIE" MORRIS WINS.

Shanghai, April 25. Giving away ten pounds Jock Crichton, 152 lb., was no match for Frankie Remus (U.S.S. Houston), 162 lb., and the end came in the fourth round when the local man's seconds threw in the towel when their man was absolutely punch-drunk.

At the outset Crichton took the offensive, scoring nicely to the body. After about a minute, however, he walked into a nasty left to the jaw, and Remus followed up, using his weight to advantage. The round ended with honours easy.

Remus attacked at the opening of the second, Crichton being willing to retreat in attempts to use the ropes. The sailor, however, was too strong, and took all that was coming, which was mostly a

Our Sports Diary.

LOCAL.

LAWN TENNIS.—To-day.—Exhibition Matches at H.K.C.C. FOOTBALL.—To-day.—Meeting of H.K. Football Referees' Association at 5.30 p.m.

HOCKEY.—To-morrow.—Hong Kong Ladies' Hockey Club (Champions) v. The Rest of the League. ATHLETICS.—Saturday.—Sacred Heart College at K.F.C.

LAWN BOWLS.—Saturday.—Entries close for Open Singles Championship. First Division—Civil Service v. Police, K.C.C. v. Kowloon Dock, K.B.G.C. v. Craigengower, Reccio v. Talkoo; Second Division—Craigengower v. K.B.G.C., Yacht Club v. Civil Service, Talkoo v. Reccio, H.K. Electric v. K.C.C.

HOME.

GOLF.—Saturday.—St. George's Cup at Sandwich.

RACING.—Saturday.—Great Jubilee Handicap.

MOTORING.—Friday.—Junior Car Club Double Twelve at Brooklands.

succession of light rights to the face. Towards the end Remus had his man groggy and was beating him all over the body when the gong sounded. Remus took seven points to Crichton's three.

Crichton had to box on the retreat again in the third and saved himself an amount of punishment by pretty dodging and side-stepping. After a mix up, the local man was thrown to the canvas, but got up immediately and fought back, thereby running into more punishment. He finished fresher than was to be expected and took the round by the narrowest of margins.

Ends In Fourth.

The fourth saw the end. After a cautious opening Jock sent home some light lefts to the sailor's face, but got himself in the way of a right cross and went down, taking a count of three. On getting up he was chased all over the ring, getting repeated smashes to the jaw and side of the head. After a doubtful blow he held out his hand to the sailor, but Remus ignored it and continued to slam, and knocked Crichton so silly that he commenced to walk dazedly to his corner. Remus followed up, raining blows at the local boy's head, and Paddy Duffy, seconding, did the right thing in throwing the towel into the ring.

For actual fighting, real boxing, science and general display, the best fight of the evening was the encounter between Signman Morris of H.M.S. Suffolk and Marine Perstein of the 4th Regt. U.S.M.C. There was everything in the scrap that the keenest fistic enthusiast could have wished for. After ten rounds of gruelling plugging the verdict was handed to Morris who certainly had a margin on the battling Marine.—The Shanghai Sunday Times.

Shanghai, April 25. Jock Crichton is optimistic over the prospects of his winning his

match with Frankie Remus in the main event on the programme. "I expect to put him away like I did the others," said Crichton when cornered for a statement in his dressing room yesterday. Jock, who has overcome many a menacing situation in Shanghai's squared circle, will go up against a practically unknown quantity in his ten round affair with the Houston Champion, writes The China Free Press.

TENNIS INCLUDED?

QUESTION OF HARDER BALL RAISED.

SPECIAL REPORT.

The International Lawn Tennis Federation have set up a committee to deal with the British and American proposals for a harder ball by increasing the air pressure. The suggestion met with some opposition and it was therefore made the subject of a special report by the committee upon which Great Britain, the United States, France, Australia, and Austria will be represented.

South Africa's application for official recognition of its International championships was rejected by 34 votes to 33, and a similar application by Italy was rejected by 63 votes to 13.

The federation discussed the proposed arrangements for the inclusion of lawn tennis in the next Olympic Games, and a resolution was passed to the effect that the federation was ready to reconsider the question of participation. Approval was also expressed of the Olympic Federation's suggested rules in regard to the status of amateurs.

There is a great future for cotton billiards cloths. Woollen coverings absorb moisture in wet weather, with the result that when a player tries to put side on the ball it will not spin as much as he wants. With cotton coverings we shall know to expect uniform conditions.—Walter Lindrum.

(Continued from previous Column.)
Buenos Aires 35 7/16
Montevideo 31 1/2
Bombay 1/5 27/32
Shanghai 1/3 1/4
Yokohama 2/— 13/32
Hong Kong 11 1/4
Silver Spot & Forward 13 3/16
—British Wireless Service.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank wire 11 1/4
Bank on demand 11 1/4
Bank 4 months' sight 11 13/16
Credits, 4 months' sight 1/— 7/16
Documentary, 4 months' sight 1/— 9/16
On Paris—
On demand 607 1/2
Credits, 4 months' sight 647 1/2
On Berlin—
On demand Nom.
On New York—
On demand 23 13/16
Credits, 60 days' sight 24 15/16
On Bombay—
Wire 65 1/2
On demand 65 1/2
On Calcutta—
Wire 65 1/2
On demand 65 1/2
On Singapore—
On demand 42 1/2
On Manila—
On demand 47 1/2
On Shanghai—
On demand 77 1/2
Dollar 4 1/2% dia.
On Yokohama—
On demand 48 1/2
buying rate) 1/— 3/4
Silver (per oz.) 13 3/16
Bar Silver in Hong Kong Nom.
Copper Cash Nom.
Copper Cents 3 1/2 prem.
Rate of Native Interest 3 1/2% p.a.
Chinese Sub. Coin 22 1/2% dia.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES

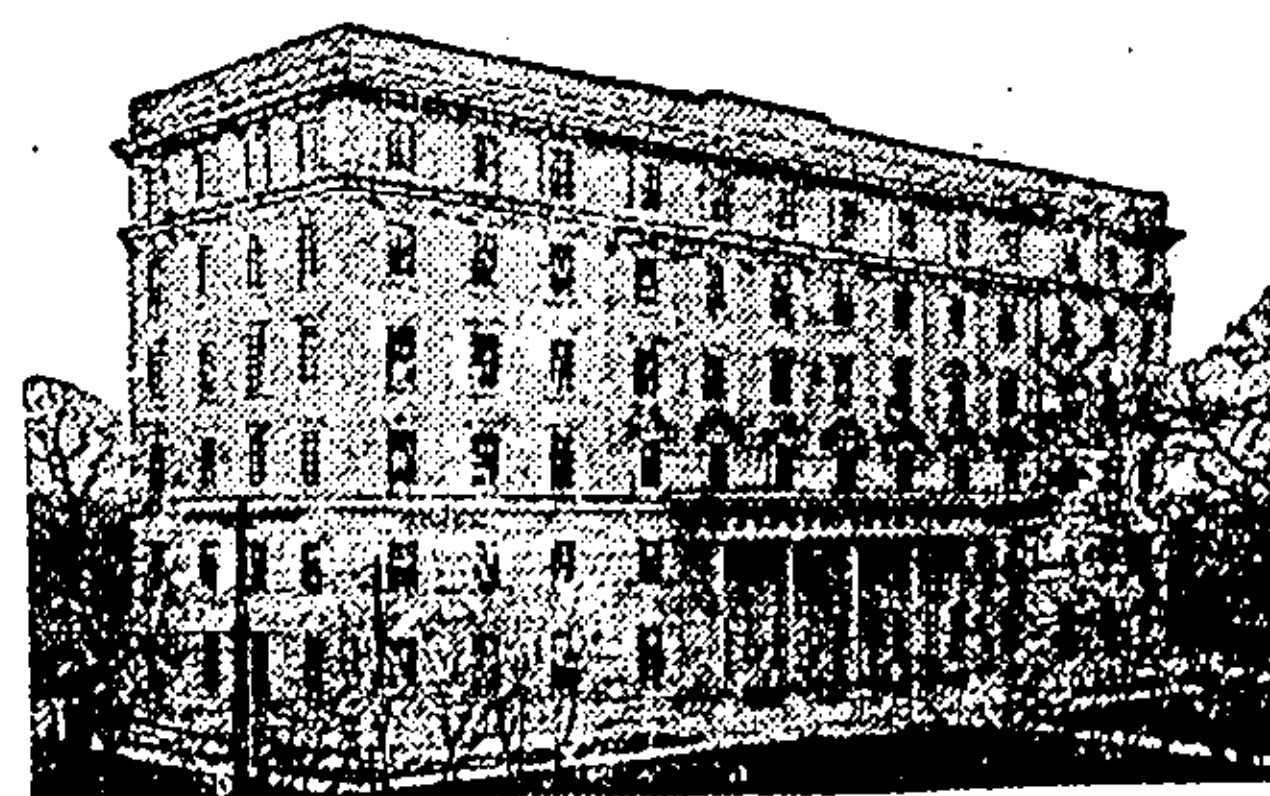
Rugby, Yesterday.
Paris 124.42 1/2
New York 4.86 1/2
Geneva 35.97
Geneva 25.24 1/2
Amsterdam 12.10 1/4
Milan 92.88 1/2
Berlin 20.42 1/2
Stockholm 18.14
Copenhagen 18.16 1/2
Oslo 18.16 1/2
Vienna 34.55 1/2
Prague 164 1/2
Helsingfors 193 1/4
Madrid 46.75
Athens 375
Bucharest 417
Lisbon 108.25
Rio 3 7/16
(Continued in preceding Column.)

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 7th May, 1931.

STOCK	Buy-ers	Sell-ers	High	Low	Prev. day	Last dividend and when paid
Banks.						
Hong Kong Bank	2020	2037	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Chartered Bank	14	14	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Mercantile Bk. A.B.	231	231	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Bank of Asia	120	120	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Insurance.						
Canton Ins.	1400	1400	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Union Ins.	640	640	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
*China Underwriters	490	490	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Chiao Fire Ins.	525	525	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. Fire Ins.	1300	1300	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Shipping.						
Douglas	331	331	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. Steamships	371	371	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Indo-China (Pref.)	40	40	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
(Def.)	30	30	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Shell Transports	511 1/2	511 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Union Waterboats	28	28	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Mining.						
Penguen	91	91	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Kailan Mining Ad.	27 1/2	27 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Langkat	61	61	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
S'hai Exploration	2	2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Loans	54	54	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
*Raua	391	391	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Venezuela Gold Fields	31	31	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	164	164	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. & S. Docks	35 1/2	35 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
South Ch. Motors	10	10	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
*China Provident (old)	51	51	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
(new)	570	570	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Hongkong	280	280	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
N. Engineering	8	8	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Shanghai Docks	113 1/2	113 1/2	Apr.			[Final 28 hours 21 Apr. 1931] Mar. 31
Land, Hotels & Buildings.						
*H. K. & S. Hotels	15.00	15.00	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Brussels	141	141	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
(R.R.)	81	81	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H.K. Lands	91 1/2	91 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Shanghai Lands	101	101	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Humphreys (old)	17	17	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
(new)	104	104	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. Realities	11.60	11.60	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Chinese Estates	90	90	Feb.			[Final 28 hours 21 Apr. 1931] Mar. 31
Cotton Mills.						
*Ewo Cotton	13 1/2	13 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Shanghai Cotton	101	101	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Zoong Sing	11 1/2	11 1/2	June			[Final 28 hours 21 Apr. 1931] Mar. 31
Public Utilities.						
*H. K. Tramways	19.10	19.10	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Peak Trams (old)	141	141	Apr.			[Final 28 hours 21 Apr. 1931] Mar. 31
(new)	51	51	Apr.			[Final 28 hours 21 Apr. 1931] Mar. 31
Star Electric	94 1/2	94 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
*China Light	20 1/2	20 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. Electric	80	80	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Macao	23	23	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Sandakan Lights	54	54	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H.K. Tel. fully paid	48 1/2	48 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
part paid	18.00	18.00	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
China Buses	5/8	5/8	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
S'pore Traction (Ord.)	10 1/2	10 1/2	Sept.			[Final 28 hours 21 Apr. 1931] Mar. 31
(Pref.)	10 1/2	10 1/2	Sept.			[Final 28 hours 21 Apr. 1931] Mar. 31
Industrials.						
China Sugars	30 1/2	30 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Malabar Sugars	30	30	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Cald. Macg. Ord.	14	14	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Pref.	101	101	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Canton Ice	3.00	3.00	July			[Final 28 hours 21 Apr. 1931] Mar. 31
*Cement (com.)	18.55	18 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
(old)	12 1/2	12 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
(new)	6.16	6.16	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. Ropes	21 1/2	21 1/2	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Stores, &c.						
Dairy Farms	27	27	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
Watsons	14	14	Oct.			[Final 28 hours 21 Apr. 1931] Mar. 31
Der A Wings	1	1	Feb.			[Final 28 hours 21 Apr. 1931] Mar. 31
Lanc Crawfords	6.06	6.06	Feb.			[Final 28 hours 21 Apr. 1931] Mar. 31
Mackintosh	18	18	Feb.			[Final 28 hours 21 Apr. 1931] Mar. 31
Sincere	14 1/2	14 1/2	Feb.			[Final 28 hours 21 Apr. 1931] Mar. 31
Wm. Powells	4	4	Feb.			[Final 28 hours 21 Apr. 1931] Mar. 31
Miscellaneous.						
H.K. Amusement (old)	26	26	Mar.			[Final 28 hours 21 Apr. 1931] Mar. 31
(new)	24	24	Mar.			[Final 28 hours 21 Apr. 1931] Mar. 31
Ch. Entertainment	19.00	19.00	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. Constructions	7.05	7.05	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
B. Ind. G.S. Bonds	70%	70%	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31
H. K. Govt. Loans	8%	8%	Dec.			[Final 28 hours 21 Apr. 1931] Mar. 31

*Speculative shares. *Sales to Shanghai.

HEAD OFFICE - TORONTO, CANADA
(Occupied exclusively by the Company)

Save to Spend!

WHILE in receipt of a steady income, save to spend. Provide for dependent years—which come to all who reach old age. Set aside a definite part of your earnings to buy freedom from financial worries by means of a Manufacturers Life Endowment Policy.

Established 1887

THE MANUFACTURERS LIFE INSURANCE

MOTORISTS THIS IS YOUR PAGE

THE NEW

AIR-FLIGHT

PRINCIPLE TYRES

BY

FISK

MEANS MORE

mileage

A SUPER-TYRE WITH
NO COMPETITORS.

Sole Distributors:—

GILMAN & CO., LTD.

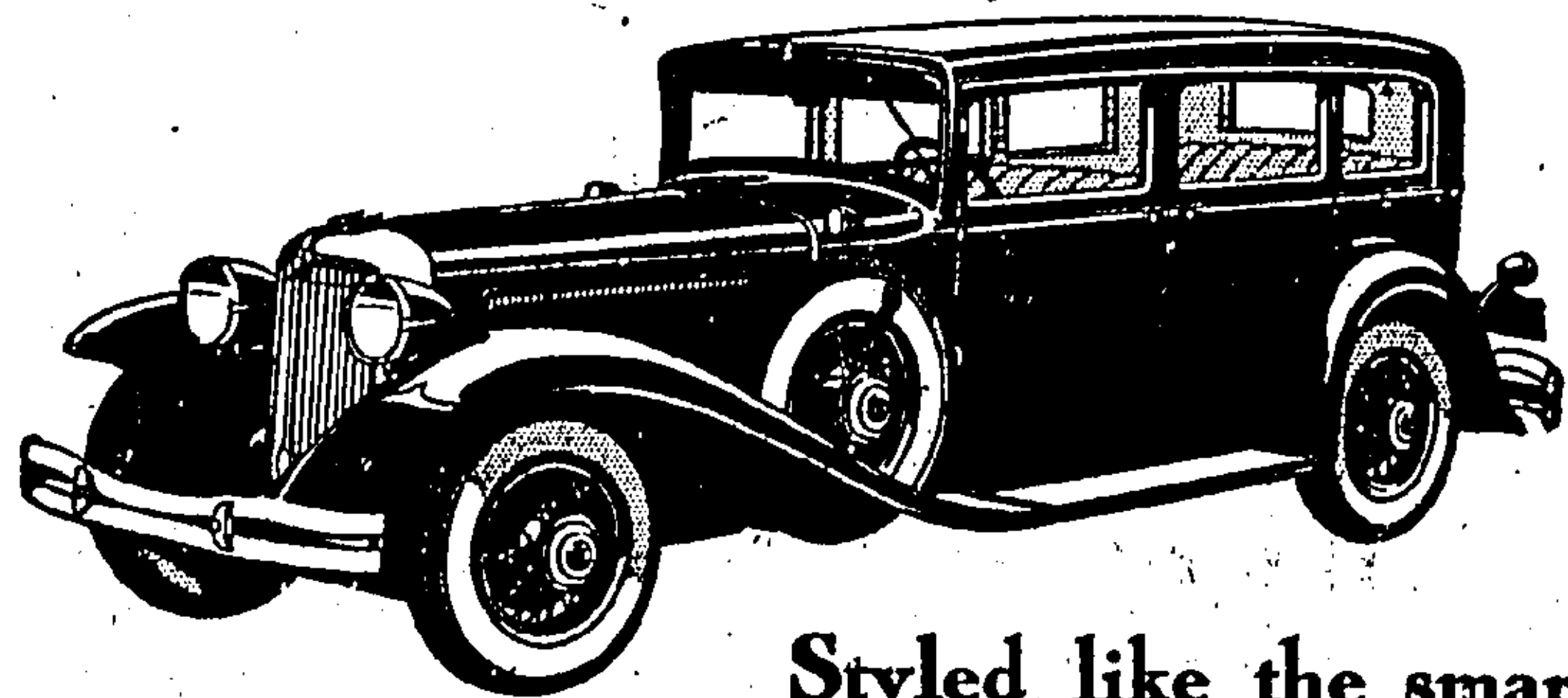
Telephone 28011.

Hong Kong Bank Building.

ARRIVING SHORTLY SEE THIS CAR BEFORE YOU BUY



AN ENTIRELY NEW CHRYSLER SIX



Styled like the smart
Chrysler Eights—a Big Car—with Big Power

Chrysler has news for you.

A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 136-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

TOLL OF ROADS.

Safety Week Effort at Home.

Every day nearly fifty people are killed and 3,000 injured by accidents in Great Britain. Every half-hour somebody dies; every minute somebody is hurt.

These figures are given by the National Safety First Association, which is holding its second national safety week from May 11 to May 16, and which urges that more than 75 per cent. of such accidents are preventable.

The programme will include a Safety Congress at Leeds, at which every branch of national life will be represented, and every aspect of safety first and accident prevention will be discussed.

Throughout the country there will be an intensive propaganda for "Safety First" and accident prevention. Special talks, lectures, and cinema displays on the subject will be given in the schools.

In addition to local competitions there will be a competition on the twelve most important points of the new Highway Code, for which prizes to the value of £5,000 have already been guaranteed.

The association points out that since "Safety First" work started in 1925 the annual increase in the number of street accidents has been reduced from 18 per cent. to 3 per cent. Edinburgh, which possesses an energetic "Safety First" Council, has in five years reduced its annual number of accidents from 1,800 to just under 1,000—a drop of over 40 per cent. compared with an increase of over 33 per cent. throughout the rest of Great Britain in the same period.

AN APPEAL.

Drivers Who Will Not Signal.

One of the first impressions received by the Malayan motorist who takes to the open road when on leave in Great Britain is the unceasing care with which the majority of drivers give and observe the recognised signals, both to oncoming and following traffic. Similarly, on his return to this country, the motorist is impressed and shocked by the indolence, or ignorance, displayed in regard to even the simplest signals by the great majority of car-drivers; men and women of all races are equally careless, or callous, and the number of accidents, minor and major, precipitated each year through this neglect of signalling must be great.

That this is a crime of omission which should be visited with sharp penalties is obvious, especially since the correct signals are explained textually and pictorially in every driver's licence issued locally, and there is thus no excuse for ignorance of the law, which, as everyone knows, is in itself no excuse for any neglect to observe its rulings.

Road-Users' Duty.

While it is clear that, in the first instance, the police can only bring offenders to book by a well-organised system of road or ambush patrols, responsible European and Asiatic motorists can render invaluable assistance by reporting to the Traffic Department the registered numbers of cars whose drivers have failed to signal their intentions when their neglect to do so has been attended by the threat of dangerous consequences. Owners who employ professional drivers can also help to make our roads safer for all users by making sure that their sayces never fail to give or observe traffic signals.

On Tuesday morning, I followed for many miles between Kuala Lumpur and Kuala Lumpur a large, blue saloon car (looking, from the rear, like a six cylinder, 16 h.p. model of one of the best-known British makes). In the rear seat sat two Europeans, in the front an Asiatic driver who never on a single occasion gave any indication of turning to left or right or of slowing down or stopping. He stepped hard on his brakes on several occasions, without the slightest warning. It was not to be expected, of course, that the offender should even know of the existence of less frequently used signals—such as that which indicates that its giver is about to swing out in order to overtake another vehicle. But, while the driver was very much to blame, his European passengers were also guilty of a grave breach of the code of the road in that they failed to observe and force him to correct his negligence.

Misapprehension Which Must Be Removed.

Unfortunately, the impression seems to prevail among a large majority of local motorists that to steer moderately well, to apply the brakes forcibly when necessary, and to change gear at the last possible moment constitutes the whole duty of the "efficient" driver. Until this misapprehension is removed there is very little hope for safer road travel in Malaya, and without this improvement we are likely to develop a constantly increasing number of fatalities, or in other ways serious accidents.

—TRAVELLER in Malay Mail.

NEW VENTURE.

Commercial Side of Motor Racing.

Captain H. R. S. Birkin, Britain's leading young racing motorist, is entering the commercial side of motor racing. He has joined forces with Mr. W. M. Couper, another prominent young motorist, and "Birkin and Couper" will tune and prepare cars for races.

Captain Birkin is a rich man, but he has always taken motor-racing as something more serious than a sport. For some time he has maintained a very elaborate workshop at Welwyn Garden City, so completely equipped that it is practically a miniature car factory.

There he and his men have designed and constructed supercharges and other special components. There he has practically re-built the special 4½-litre supercharged Bentleys which he raced for the Hon. Dorothy Paget, who actually owned them. But she has retired from ownership, and Captain Birkin's own racing plans for the coming season are still uncertain.

A Blue Bird Workshop.

So he and Mr. Couper, who for several years past has been a leading member of the Lagonda racing team, and who has competed in many Brooklands motor-cycle events, are going in, on a commercial scale, for the preparation of other people's racing and sports cars.

The workshops are a little smaller than the well-known premises of Thomson and Taylor at Brooklands, where Sir Malcolm Campbell's latest "Blue Bird" was rebuilt, and where many of the most famous racing cars are stored and tuned up, besides the touring cars of very fastidious motorists.

There is room at Welwyn for a score of cars to be dealt with at a time, and "Birkin and Couper," Ltd., are prepared to improve any make of car, though they naturally have special knowledge of Bentleys and Lagondas.

Mr. Couper will continue to race motor-cycles, but as a hobby of his own, not in connection with the firm. They do not know with what make or makes of car they themselves will be racing during the coming season.

The Bentley company announced its withdrawal from racing during the middle of last season, but Captain Birkin continued with the 4½-litre cars, one of which ran second in the last big race of 1930, the Brooklands 500 miles race. They may not compete in the first big event of 1931, the Brooklands Double-Twelve Hour race in May.

C.A.V. AND BOSCH.

It is learned that an agreement has been reached between C. A. Vandervell and Co., Ltd., a subsidiary of the well-known Birmingham manufacturers of motor accessories, Joseph Lucas, Ltd., and Robert Bosch A.G., of Stuttgart, Germany. The arrangement is believed to be for the purpose of combining the technical experience of the two companies in the manufacture of motor-car equipment at the Acton works.

As a result of the agreement the new concern of C.A.V.-Bosch will have a share capital of £600,000. A scheme whereby Bosch, Ltd., a subsidiary of the German company, had planned to erect works of its own in England has been abandoned. The Frankfurt correspondent of

ROAD TRANSPORT.

Mr. Morrison and New Regulations.

Mr. Herbert Morrison, the Minister of Transport, made his first public appearance since his elevation to Cabinet rank at the annual luncheon of the Commercial Motor-Users' Association, at the Savoy Hotel, on March 25.

In a light-hearted mood he told the industry that it was lucky to be ruled by regulations and not by statute, because the Ministry could always undo to-morrow the harm it had done to-day. He warned them, however, that while the Ministry was willing to listen to argument a regulation once fixed would be strictly enforced.

Referring to the new Motor Vehicles Regulations, he said that he had been reluctant to impose any regulations upon the commercial motor industry which would in any way be regarded as unduly onerous. "I look forward, however, to January 1, 1940, as a date when the then Minister of Transport will be able to address a prosperous Commercial Motor Users' Association, and convey to them the welcome news that road costs are rapidly falling," he added.

The grave state of disorganisation which the evidence before the Transport Commission revealed as existing in the road haulage section of the industry would necessitate considerable weight being attached to the recommendation of the Commission that some system of control by licensing should be introduced.

"The arguments put forward by this association against further control must, however, be borne in mind," said Mr. Morrison. "Important recommendations are made in the report with regard to highway policy and motor-vehicle taxation, both matters which intimately affect your own industry."

Sir Eric Geddes and His Pledge.

Sir Eric Geddes, the first Minister of Transport and the only one of Mr. Morrison's predecessors to be in the Cabinet, referred to the pledge he gave when in office that if the proceeds of special motor taxation were more than the requirements for which it was levied, the taxes would be reduced. That pledge had been broken by his own and by every succeeding Government.

History could not show any industry which had been as badly treated by legislators. More transport, commercial and private, had apparently been singled out for penal taxation and restrictions. The motor vehicle tax and petrol duty were together equivalent to 13½ per cent. on the operating cost of vehicles, 11½ per cent. on the total cost of the business, and 45½ per cent. of the wages paid.

Since 1926 £83,800,000 had been taken out of motor taxation into the general finance of the country and not devoted to road purposes. There were, roughly, 26,000 miles of first-class roads in the country, and the estimated total road expenditure for 1930 was £50,000,000. Motor vehicle owners contributed £42,800,000, equal to 71 per cent., and in addition contributed as rate-payers.

The Financial News confirms the foregoing report and adds that Bosch manufactures produced in Germany will be sent to Britain as before. It is proposed to produce the manufactures of both firms for British cars in the Vandervell factory at Acton.

BRITISH MOTORS.

Sir H. Austin and the McKenna Duties.

The stimulus which the War gave to the adoption by the British motor car industry of mass production methods was stressed by Sir Herbert Austin in a speech at a luncheon of the American Chamber of Commerce, London. Sir Herbert Austin recalled that between 1900 and 1914 progress in motor manufacture was not very rapid. Firms made too many models and introduced too many changes. Costs were high and manufacturing facilities were of a hand made variety. This was changed, however, by the War which gave manufacturers a real appreciation of what might be accomplished by mass production. At the Armistice they were four years behind in their conception of what to build, but this defect was counter-balanced by the knowledge which they gained of the value of mass production and the confidence necessary to deal with large quantities. While Britain was out of business, America had quite legitimately secured most of the foreign markets.

Sir Herbert Austin pointed out that British manufacturers were finding it a long and costly process to drive them out. The progress of the industry since 1921 has been constant if somewhat irregular. The present comparatively satisfactory position of the British motor industry was, in Sir Herbert Austin's opinion, largely due to the McKenna duties which gave the British motor industry control of the home market, helped to support a considerable export trade and enabled the industry to reduce costs to a point where they began to be internationally competitive. Sir Herbert Austin recalled that he completed his first car in 1895 and said that then as now the motorist was a favourite butt for local government legislation. The first of his two convictions was for travelling at a speed of fourteen miles an hour and the second for proceeding down a slope at a somewhat more creditable speed of twenty-three miles an hour.

50/- A WEEK MOTORISTS.

Judge Says It Is The "Road To Bankruptcy."

A man told Judge Crawford at Edmonton County Court last month that he earned only £2 10s. a week, but that he had owned a motor-car. Judge Crawford.—You on fifty shillings a week owning a motor-car! It's perfectly monstrous. There seems to be a perfect craze for possession of cars to-day. My experience in these courts has convinced me that motor-cars are simply milestones on the road to the bankruptcy court or to a judgment summons.

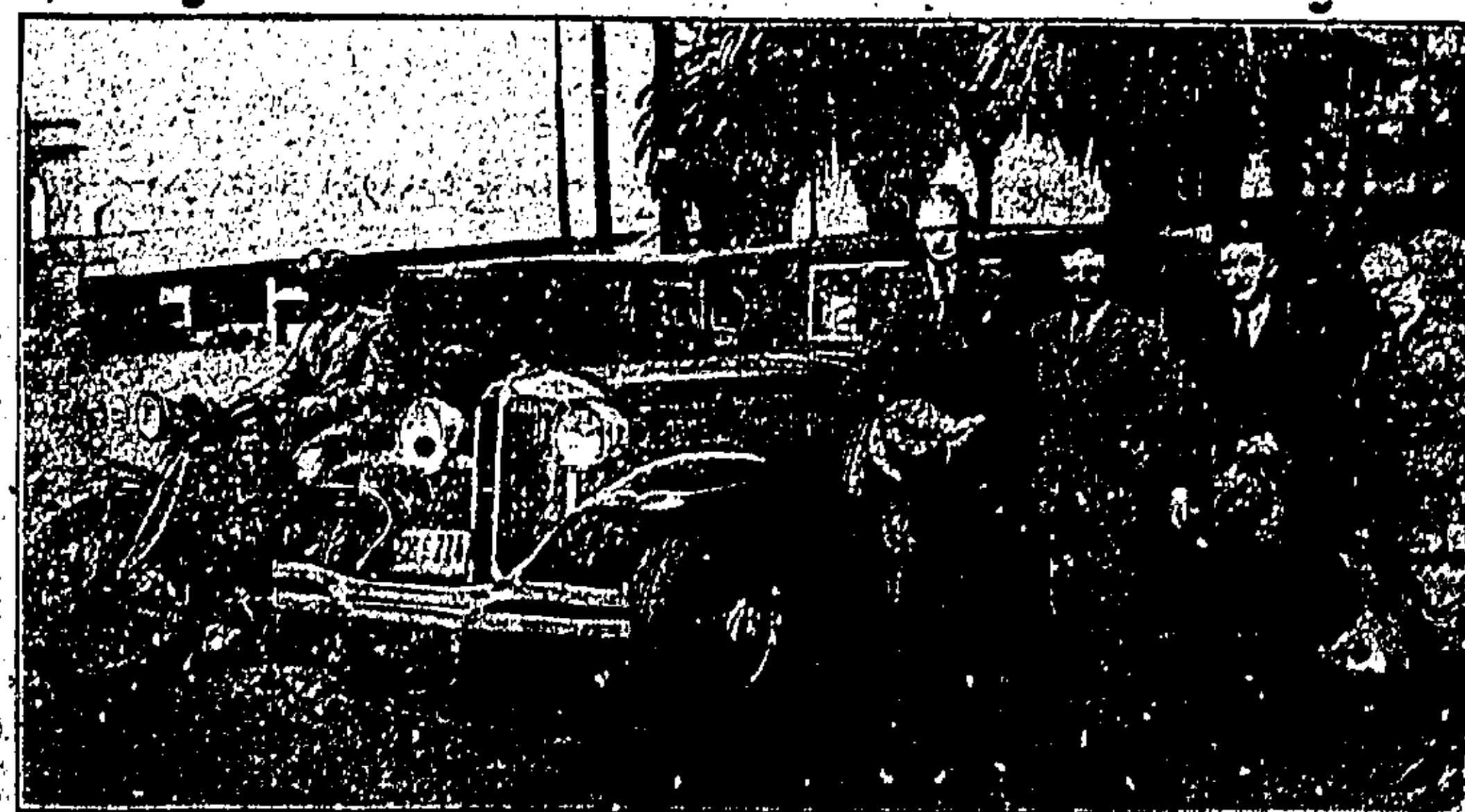


THE MARK
OF
SAFEGUARD
TO
YOUR
Motor Cycles
&
Bicycles.

Apply to the Agents

SINCERE'S

German Officer Aided By Chrysler In West Coast Inspection.



At the invitation of the United States Government a group of German army officers have been riding out army schools and fortifications. Here in Los Angeles, beside the Chrysler Imperial Eight which was placed at their disposal, are standing Lt. General Von Blomberg and Colonel Eric Kuehnen of the German army, Lt. Col. Walter Krueger and Col. H. E. Yates of the United States army.

GREAT INDUSTRY.

Excessive Taxation of Commercial Motors.

Sir Eric Geddes, proposing the toast of "The Commercial Motor Users' Association," at its annual luncheon in London, spoke of the "penal taxation" of the industry. "It is one of the most amazing things in industrial life to-day," he said, "that the great industry of commercial road traction, in common with its twin brother, non-commercial road traction, should appear to have been singled out for penal taxation and restrictions by Parliament."

"Apparently, great benefactor as it is and great aid to industry, it is the butt and the target of every successive Government. How penal the taxation has become is shown by the following figures: The motor vehicle tax and petrol tax is equivalent to 13.5 per cent. on the operating cost of vehicles—11.5 per cent. on the total cost of the business and 45.5 per cent. upon wages paid in the business."

"When we consider that this is special taxation levied over and

above the ordinary Imperial and local taxation, it is truly penal. Since 1926, and estimating only for the year 1930-31, but taking actuals for the previous years, no less than £83,800,000 has been taken out of motor taxation into the general finance of the country, and not devoted to road purposes.

"It would appear almost as if successive Governments had determined to kill commercial motor users in this country. With the crushing burden of special taxation on this industry, of which I and my interests are a component part, can the charge now be levied against us that the motor vehicle does not pay for its permanent way?"

Sir Eric, in conclusion, expressed the view that the motor road transport industry would emerge triumphant in the end.

Control of Licensing.
Mr. C. Le M. Gosselin, president of the association, was in the chair, and the guests included Mr. J. R. Clynes, Home Secretary, and Mr. Herbert Morrison, Minister of Transport. Mr. Morrison, responding to the toast of "His Majesty's Ministers," referred to the new motor vehicles regulations, and said that he had been reluctant to im-

FREE RIDES.

And a Claim Against a Persian Prince.

The use of motor transport for non-military purposes is commented upon by the Comptroller and Auditor-General in his report, on the Army Appropriation Account for the year ended March 31, 1930.

"Army motor transport," he writes, "may be used for recreational and similar journeys of a non-military nature, subject to the approval of the General Officer Commanding in each case, and to repayment at scheduled rates estimated to cover running costs."

"In the course of the past two years I have drawn attention to a number of cases in which either—

"Repayment has not been made in respect of journeys clearly not of a military character;

"Records of journeys kept by units were inadequate;

"Uneconomical use was made of motor transport; or

"Free conveyance by ambulance was given without proper authority."

Another part of the report mentions that a claim against a Persian prince for £5,878 balance due in respect of a wheat contract and for transport services rendered to him has been wiped off as a loss.

BAN ON OLD CARS.

New Brooklands Racing Rules.

New rules have been issued by the Brooklands Automobile Racing Club.

They include a regulation that cars built more than ten years ago are not eligible for open meetings unless a special race is included in the programme for them.

Medical certificates of fitness, or an examination by the Track Medical Officer, may be required for drivers before participating in a race.

Smoking during speed practising, or racing, is forbidden.

The wearing of goggles, or some now compulsory.

form of protection for the eyes, is It is also laid down that drivers must be acquainted with the meaning of the various flag signals as laid down in the International Sporting Code for motor races.

The necessity for driving within the allotted "safety" lines at the Fork is also included in the new rules.

pose any regulations upon the commercial motor industry which would in any way be regarded as unduly onerous.

"I look forward, to January 1, 1940, as a date when the then Minister of Transport will be able to address a prosperous Commercial Motor Users' Association and convey to them the welcome news that road costs are rapidly falling," he added.

"The grave state of disorganisation which the evidence before the Transport Commission revealed as existing in the road haulage section of the industry would necessitate considerable weight being attached to the recommendation of the Commission that some system of control by licensing should be introduced."

"The arguments put forward by this association against further control must, however, be borne in mind," said Mr. Morrison. "Important recommendations are made in the report with regard to highway policy and motor vehicle taxation, both matters which intimately affect your own industry."

JAPAN'S PROGRESS.

Rapidly Taking To Its Wheels.

Tokyo, April 13.

Bicycles in Japan have increased from 100,000 in 1908 to more than 6,000,000 in 1931, according to statistics compiled by tyre manufacturing companies.

Automobiles have increased from nine in 1908 to more than 90,000.

Japan, according to the tyre manufacturers, is one of the most high "bicycle-ized" countries in the world, ranking ahead of Holland. It is one of the few countries where bicycles are commonly used as cargo carriers.

Anyone who has travelled extensively in the Empire will bear witness to the accuracy of tyre makers' statements. Thousands of bicycles clog city streets and make life miserable for motorists. Additional thousands swarm the country roads.

Plate glass, potted plants, fertilizer, and even cattle and hogs are transported on bicycle trailers which are universally used for transporting light cargo between points in cities and between villages.

Restaurants use bicycle delivery boys extensively and it is common to see a coolie pedalling his bicycle through the streets guiding with one hand and balancing a dozen luncheon trays piled atop one another, with the other.

A majority of the bicycles used in Japan are made in factories in the Empire. The front wheel hand brake is used almost universally in contrast to the coaster brake used in the United States.

The production of Japanese made motorcycles also is increasing, although the two leading American makes still dominate the market for higher priced machines.

Automobiles are nearly all American, Ford and General Motors makes dominating the market. Both the Ford and General Motors organisations have assembling plants in Japan, the former near Yokohama and the latter near Osaka.—United Press.

GENERAL MOTORS.

Mr. Bruce J. Miles Made President in China.

Mr. Bruce J. Miles, who, with his wife and two children, arrived in Shanghai several days ago, has been appointed president and managing director of the General Motors, China, Inc. Mr. Miles has assumed control of the organisation's interests in China and is taking up permanent residence here. Mr. C. F. Cress, the acting branch manager, having recently returned to New York on home leave.

General Motors, China, Inc., was established about two years ago with offices in Shanghai and Mukden, as a subsidiary of the General Motors, Japan, Ltd., but, owing to the immense field in China for the company's products, it has now been organised as an entirely separate organisation and Mr. Miles has been placed in full charge. The Shanghai company will, in future, have full jurisdiction over the company's activities in China and Manchuria and, while certain changes have been made in the personnel of the company, the dealer organisations have not in any way been affected and no changes in this respect are contemplated.

Mr. Miles has been assistant managing director since 1929, holding concurrently the position of representative director of the Japan organisation. He is an old executive of General Motors, having started with the Cadillac Motor Car Co. in 1915. From 1920 until 1923 he was General Motors representative for China, Japan and the Philippines with headquarters first in Manila and later in Shanghai. In 1923, he opened his company's zone office in Melbourne, Australia, remaining there for three years, after which he withdrew from the company to attend personal interests in Arizona.

TAXI DRIVERS REFUSE.

Oxford "Contract" They Would Not Enter Into.

Five taxicab drivers who refused to convey a Balliol tutor to the theatre were summoned at Oxford for "refusing to drive a fare without reasonable cause."

Mr. Ralph Church, the tutor, said that he gave the porter of his college a written order to hand to taxicab drivers to convey him from the college to the theatre. He also wanted to be picked up and taken back over the same route. One of the drivers made the excuse that he would not be on at the time. The drivers' solicitor, submitted that Mr. Church's order was a contract, and that they were quite within their rights in refusing to enter into it.

The magistrates dismissed the summonses and refused an application for costs against the police.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co., (S.C.) Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56283.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

AN AUTOMOBILE CO-STARS ON THE SCREEN



A popular trio appear in the film production, "The Great Way." Adolphe Menjou and Constance Bennett record the merits of a Cadillac V-16 for the talkies. The plot called for the two leading characters to visit an automaker's sales room and pick out a fine car. They found the stage all set in a Cadillac showroom near the studio.

"Look at that new Buick pulling so easily through this deep sticky mud."

"Yes—it must be a pleasure to own a car like that—to travel anywhere—with no fear of getting in trouble."

GET behind the wheel of the new Buick Eight to-day. Head out on a road where you can open the throttle—or over routes where drivers of other cars, no matter how costly, will not venture! Then you'll understand the reason for the confidence motor car buyers have in Buick—why thousands of dollars worth of Buicks were sold—before the car was ready!

Buick with its tremendous horse-power, valve-in-head, eight-in-a-line motor, new synchro-mesh transmission, and its 37 other major features and improvements gives you a thrill absolutely new to your motoring experience.

We have a car ready to give you a free demonstration.

114" Wheelbase Buick ModelsH.K.\$6,955 to H.K.\$7,525
118" Wheelbase Buick ModelsH.K.\$8,275 to H.K.\$8,775
124" Wheelbase Buick ModelsH.K.\$9,520 to H.K.\$9,980
132" Wheelbase Buick ModelsH.K.\$9,520 to H.K.\$12,295

The
BUICK 8
The Eight with
Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

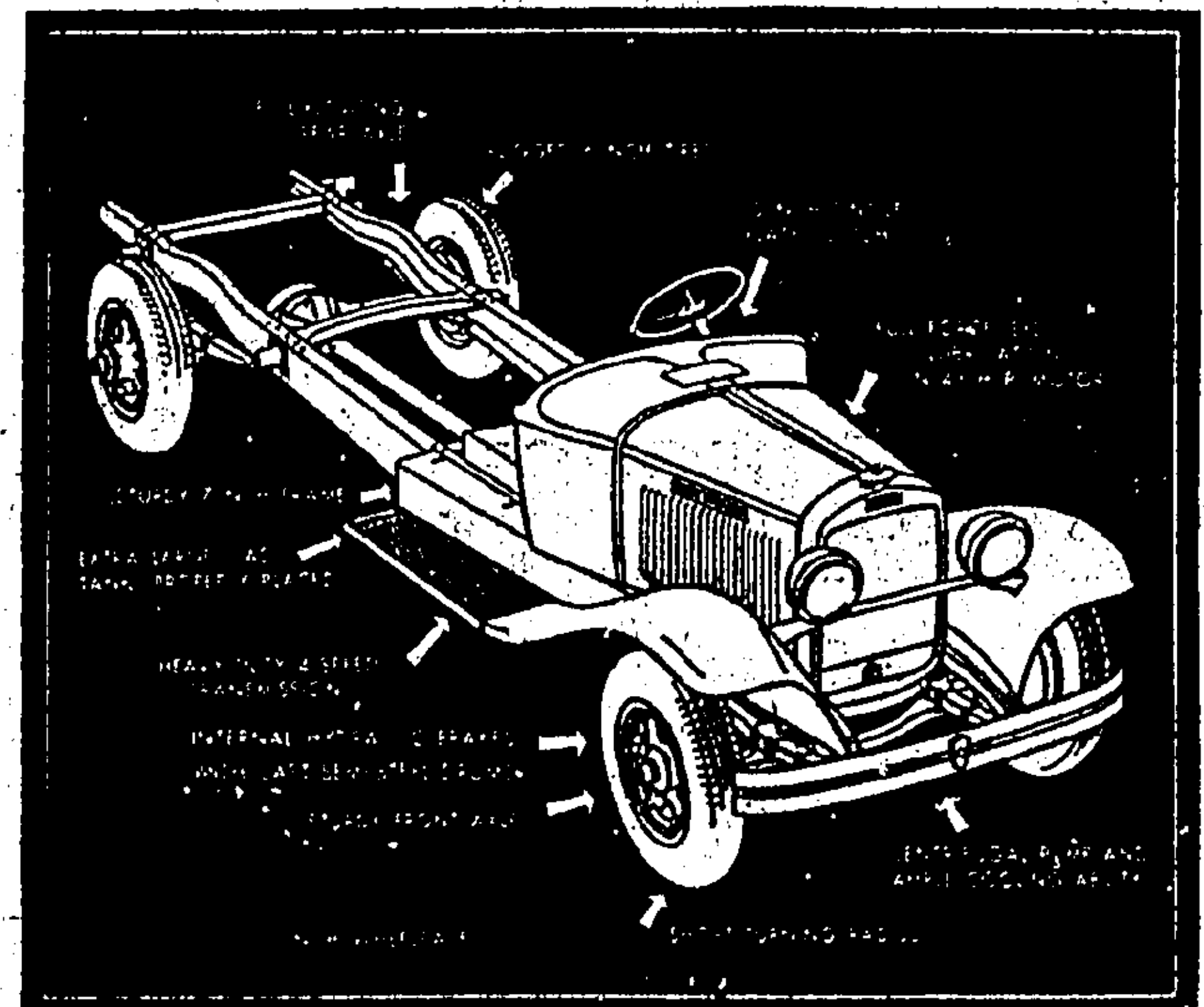
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

ARRIVING SHORTLY

A NEW LOW PRICE

DODGE

STANDARD TRUCK



Now you can buy a Dodge Standard Truck with pay-load capacities up to 4000 pounds at a sensationally low price. It is typically Dodge in dependability, in looks, in speed, in power and ability to serve its owner long at low cost.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

THE \$ DIRECTORY
NOW ON SALE.

PROCURE YOUR COPY

AT
The Offices of the Publishers,
3A, Wyndham Street.

China Mail

Thursday, May 7, 1931.
Third Moon, 20th Day.

ESTABLISHED
1846

大英五月七號 禮拜四
中華民國辛未年三月二十日

HONG KONG, THURSDAY, MAY 7, 1931.

GIRLISH CHARM

by a
SAFE METHOD

Beautiful women have now an opportunity to gain and preserve figure loveliness in an entirely harmless, easy way.

LEICHTNER SLIM FIGURE

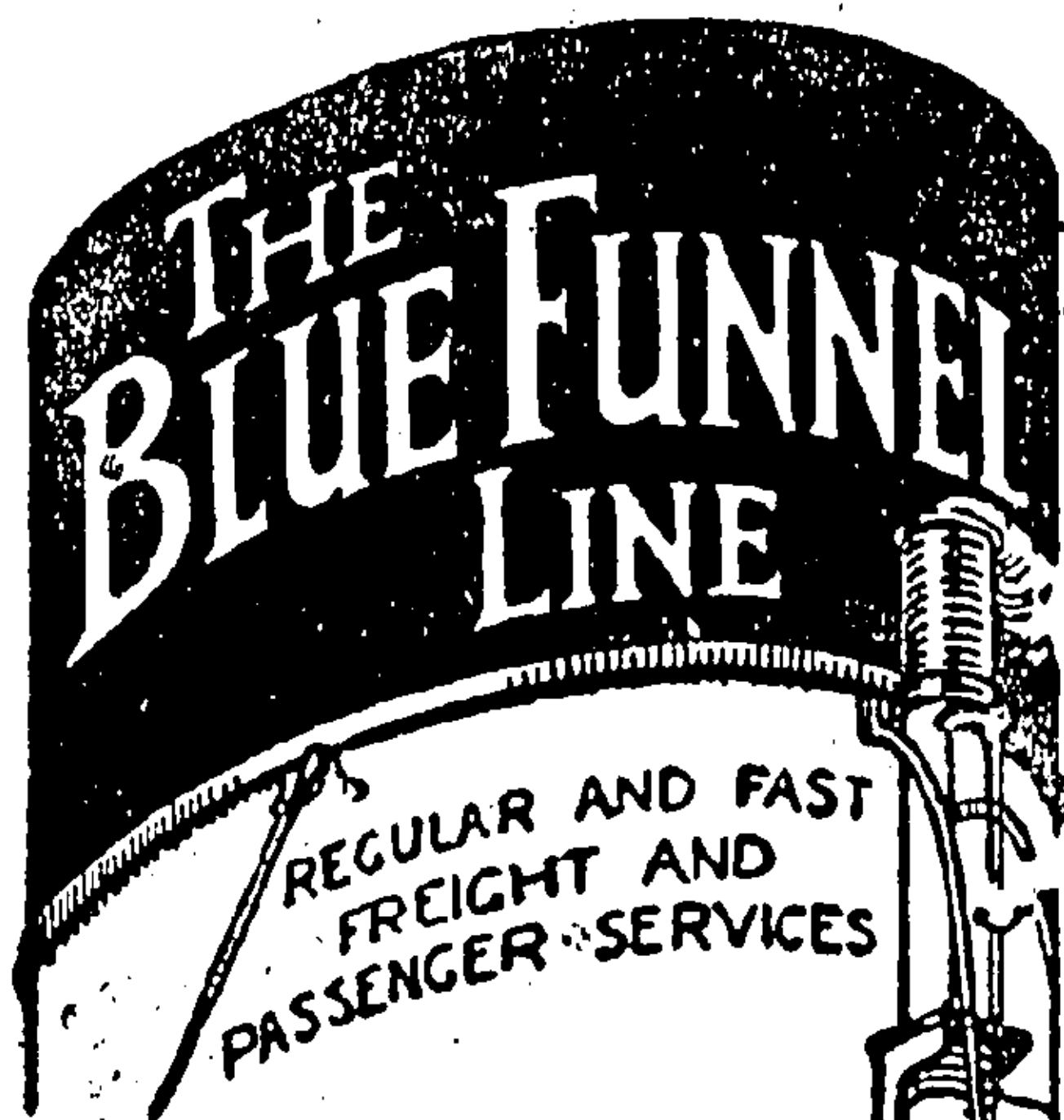
AND

BEAUTY BATH "1001."

THE PHARMACY

Asiatic Building.

Tel. 20345.



LONDON SERVICE.

"AENEAS" 12th May For Port Said, Marseilles, London, Rotterdam, Hamburg and Glasgow.
"CALOCHAS" 20th May For Port Said, Marseilles, Casablanca, London, Rotterdam and Hamburg.

LIVERPOOL SERVICE.

"ELPENOR" 20th May For Port Said, Genoa, Havre, L'pool and Glasgow.
"THINEUS" 2nd June For Port Said, Havre, L'pool and Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTESILAS" 28th May For Victoria, Vancouver & Seattle.
"IXION" 27th June For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"THEREUS" Due 9th May For Shanghai and Hankow.
"PATROCLUS" Due 30th May For Shanghai, Tsingtao, Weibei, Taku, Chinwangtao and Dairen.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.

Agents.

N.S.W. DEFAULT.

UPROAR IN AUSTRALIAN SENATE.

BANKER'S STATEMENT.

Canberra, Yesterday.
A deadlock has been reached between the Federal Government Board and the Commonwealth Bank over the provision in the Commonwealth Bank Amendment Bill empowering the Government to draw on the bank's gold reserve for overseas debt payments.

Sir Robert Gibson, the chairman of the bank, who appeared in the Senate at the House's request to-day, said the Board did not approve of the proposed £5,000,000 gold shipment to London, on the ground that it would adversely affect Australian confidence in the note issue.

There was an uproar when Sir Robert Gibson declared that default was not the only alternative to the gold shipment.

The New South Wales Nationalist, Mr. Dunn, was ejected on declaring that the position was a "frame up," and that Sir Robert Gibson had been brought in by the anti-Government Nationalists as a propagandist.

Sir Robert Gibson, interrogated for three hours, refused to discuss political remedies or explain his statement that a default was not the only alternative. He said:

"I know a way out, but that is the Government's responsibility."

He added that if the Government did not take the other step, and the choice lay between shipping gold and defaulting, he would prefer to ship gold.—Reuter.

'PLANE CRASHES.

BODIES OF VICTIMS FOR HOME.

Cape Town, Yesterday.
It is understood that the bodies of Comdr. Glen Kidston and Capt. Gladstone will be conveyed to England for burial.

The wreckage of the 'plane lies at the foot of Tantalusberg, hidden in a rosewood forest, the haunt of lonely baboons, near towering precipices and amid wild country where humans have to climb like monkeys.

Accounts of local farmers support a theory that the 'plane collapsed in mid-air while fighting the gale.—Reuter.

Waghorn's Mishap.

London, Yesterday.
Flight-Lieut. Waghorn has been operated on in hospital, and his condition is critical.—Reuter.

Rugby, Yesterday.

It was stated this morning that the condition of Flight-Lieutenant Waghorn remains unchanged. He is still very dangerously ill.

He was subjected to a new machine to acrobatic tests in a high wind, when for some undiscovered reason the machine got into a spin. Lt. Waghorn remained attempting to regain control until 300 feet from the ground when he jumped out. The parachute had insufficient time to open properly, and he broke a thigh, smashed an ankle and sustained head injuries. He underwent an operation last night.

His civilian assistant Alexander, who jumped just before Waghorn, was only slightly hurt, though landing on a glass roof.—British Wireless Service.

DUKE OF SOMERSET DEAD.

Rugby, Yesterday.
The death of the Duke of Somerset occurred suddenly last night at his Wiltshire seat.—Reuter and British Wireless Service.

OBSTACLE TO EXTRALITY.

Exclusion of Treaty Ports.

BRITAIN JUSTIFIED.

London, Yesterday.

In the House of Commons, replying to questions on the subject of extrality, Mr. Arthur Henderson said that an agreement had been reached on a large number of details in a treaty providing, on the one hand, for a transfer of jurisdiction over British subjects in China from British to Chinese Courts, and on the other hand, for safeguards relating to the administration of justice, calculated to give a feeling of confidence and security to British nationals and British interests under the new regime.

A serious obstacle to a speedy and successful conclusion of the negotiations, however, had arisen in connection with certain important Treaty Ports, which in the view of His Majesty's Government must be excluded from the provisions of the treaty until changes had been made in the municipal administration of those ports in order to meet the new situation created by the abolition of extraterritorial rights.

Reason for Attitude.

Mr. Henderson said this attitude of His Majesty's Government was influenced not only by a consideration of the chaos that must ensue from any sudden change of jurisdiction at the ports in question, but also by the fact that Britain could not alone decide the question, since other Powers were also concerned.

As a way out of the difficulty, His Majesty's Government recently suggested to the Chinese Government that they would be prepared immediately, on the conclusion of a treaty, to agree to the appointment of a special commission which would proceed forthwith to study the whole problem of reserved areas, with a view to finding a satisfactory solution. Unfortunately the Chinese Government had not seen its way to agree either to the viewpoint of His Majesty's Government on the question of reserved areas or to the appointment of the suggested commission.

His Majesty's Government, however, had not abandoned hope that, if time allowed for further discussion, a satisfactory solution on this one outstanding difficulty would be found; and there was no need to emphasise our sincere desire to reach a friendly settlement.

"With regard to the attitude of the other Powers, I have seen a statement in the Press by the Chinese Foreign Minister, but hitherto I have no official information regarding the final position of the negotiations between the Chinese Government and these Powers. The House will, I am sure, agree with me in recognising the devotion and ability with which Sir Miles Lampson conducted the long, complicated negotiations."

Hope Not Abandoned.

Replying to a supplementary query by Sir Austen Chamberlain, who on behalf of the Conservatives associated himself with the tribute to Sir Miles Lampson, Mr. Henderson said he would very seriously consider Sir Austen Chamberlain's suggestion that he lay on the table the papers showing the course of the negotiations and the attitude taken up by different parties.

Mr. Henderson reiterated that they were not without hope that even now they might be able to proceed to a settlement, and he would take this into consideration.

KING GEORGE.

TWENTY-ONE YEARS ON THE THRONE.

CELEBRATIONS AT HOME.

Rugby, Yesterday.

The twenty-first anniversary of King George's accession to the Throne was celebrated to-day.

Their Majesties spent the day quietly at Windsor. At noon a Royal Salute of 21 guns was fired in London, and at all the Naval and Military stations throughout the country, and flags were flown on Government and public buildings. Peals of bells were also rung at Windsor and elsewhere.

As at present arranged, the King and Queen will return to Buckingham Palace on Saturday, and will remain until Whitsun, when they will proceed to Sandringham for a few days. It is as yet undecided whether the King will attend the two Courts on May 19 and 20.

The King yesterday received Dr. Henry Martyn, the Surgeon Apothecary to the Household, at Windsor, and conferred a Knighthood of the Royal Victorian Order upon him.

Messages of congratulation to their Majesties on to-day's anniversary have come from all parts of the Empire, and the newspapers survey the great changes and events that have occurred during the King's reign. Satisfaction is everywhere expressed that the occasion finds his Majesty far on the road of convalescence after his recent indisposition.

This morning the King and Queen again went for a walk in Windsor Castle grounds.—British Wireless Service.

WORLD NAVIES.

NAVAL EXPERT RETURNING TO LONDON.

FRENCH REPLY.

London, May 6.

The principal French Naval expert, M. Massigli, is returning to London to-day from Paris, having yesterday conferred with the French Premier, M. Laval, the Foreign Minister, M. Briand, and M. Dumont, the Navy Minister. It is understood that M. Massigli is bringing the written reply of his Government on which the Naval discussions of the British and French representatives will be resumed.

According to the newspapers, the negotiations are unlikely to end before the Foreign Ministers of the three Powers (Britain, France and Italy) have met at Geneva.—British Wireless Service.

The consumption of condensed milk in the three Prairie Provinces in 1930 reached the large total of 279,000 cases, as shown in a report of the Saskatoon Board of Trade. Manitoba used 65,000 cases; Saskatchewan, 64,000; and Alberta 150,000.

at the same time. If Sir Austen Chamberlain desired to put down a question, he would give him a considered reply.

Sir Kingsley Wood asked whether it was a fact that the Chinese Government had issued regulations purporting to deal with the adjudication of foreign cases in their own Courts, and Mr. Henderson said he had seen a Press report of a set of regulations which he supposed to be official, but he had no information on the subject. If Sir Kingsley Wood put down a question for next week, he would see if he could get an answer in the meantime.—Reuter.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

KATHLEEN NORRIS

PASSION FLOWER

with

KAY FRANCIS

CHARLES

BICKFORD

KAY JOHNSON

LEWIS STONE

ZASU PITTS

A

William De Mille

Production

CAN A MAN LOVE
TWO WOMEN AT
ONE TIME?

A fascinating answer in this soul-thrilling talkie from Katherine Norris' best-selling novel of love and modern marriage.



SPECIAL ADDED ATTRACTION

M-G-M's **COLOUR REVUE.**

"MANHATTAN SERENADE"

with RAYMOND HACKETT—MARY DORAN

NEXT CHANGE

"THREE FULL
YEARS
1,095 DAYS
IN
PRISON"

"Do you
wonder I
wanted to
get even?"



Bayard Veiller, Broadway's finest dramatist has here a talkie even greater than his "Trial of Mary Dugan!"

JOAN CRAWFORD

wins new triumphs as the screen's most famous heroine, Mary Turner, in

PAID

Mary Dugan-Meyer ALL TALKING

with
Robert Armstrong
Marie Prevost

TO-DAY ONLY

At 2.30, 5.10, 7.15 & 9.20 p.m.



Ladies thrill to his love making!

Two-fisted tactics win the women! Bancroft smashes into a woman's heart and breaks out again. You can't judge a man by his clothes he wears or a man's heart by his manners. See why! and get a bigger thrill than you got in "The Mighty."

GEORGE BANCROFT
in
"Ladies Love Brutes"
A Paramount Picture

Also
Paramount
Pictorial

"Pulling a Bone"

Comedy

NEXT CHANGE

CLARA BOW.

IN

"LOVE AMONG THE MILLIONAIRES"

A Paramount Musical Romance.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, Business Manager, at 3A, Wyndham Street, Hong Kong.

Take

YATREN 105

as a prophylactic against

DYSENTERY

Obtainable of all chemists.